

See 31
SEPTEMBER 1, 1945

THE LIBRARY OF
COMMISSION
SERIALS SECTION

Railway Age

Founded in 1856

"YOUNGSTOWN"
STEEL SIDES **STEEL DOORS**
THE NICKEL PLATE ROAD
CONSERVES BY CONVERTING
FROM

BEFORE

I.H.—10'0½"

I.W.—8'6"

C.D.O.—10'0"

AP. 3459 CU. FT.



BEFORE

HIGH MAINTENANCE
LOW AVAILABILITY

TO



AFTER

I.H.—10'6"

I.W.—9'2"

C.D.O.—14'6"

AP. 3898 CU. FT.

AFTER

LOW MAINTENANCE
HIGH AVAILABILITY

YOUNGSTOWN STEEL DOOR COMPANY

Camel Sales Company
Cleveland Chicago

Camel Company Limited
New York Youngstown

To make a good wheel

Better

AMCCW members 1945

- American Car & Foundry Company
- Canadian Car & Foundry Company, Ltd.
- Cleveland Production Company
- Griffin Wheel Company
- Marshall Car Wheel & Foundry Company
- Maryland Car Wheel Company
- Mt. Vernon Car Manufacturing Company
- New York Car Wheel Company
- Pullman-Standard Car Manufacturing Company
- Southern Wheel Division, American Brake Shoe Company
- The Tredegar Company

TFI
R2

... they spend their time and money

This list of AMCCW members should interest every progressive railroad man. One good reason: it's a rollcall of firms giving top priority to the interests of the railroad industry.

Seeking without pause to make a good chilled car wheel better . . . spending long careful man-hours in protective testing . . . allocating dollars without stint to laboratory maintenance, these member companies unhesitatingly place service and improved product first.

It is a condition of good AMCCW standing that such policies command strict adherence. That is why the work of Association inspectors gets every cooperation from every member . . . why Association research and new product development work gets firm support all down the membership line. In the long run, it may well prove to be a sound reason why wartime peaks in freight car performance are establishing all-time records, when needed most.



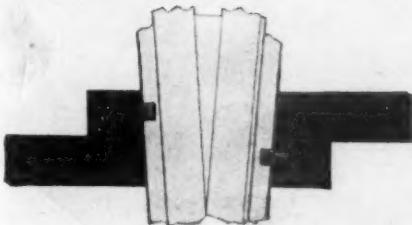
ASSOCIATION OF MANUFACTURERS OF CHILLED CAR WHEELS

230 PARK AVENUE, NEW YORK 17, N. Y. • 445 NORTH SACRAMENTO BOULEVARD, CHICAGO 12, ILL.

Organized To Achieve: Uniform Specifications — Uniform Inspection — Uniform Product

Published weekly by Simmons-Boardman Publishing Corporation, 1309 Noble Street, Philadelphia, Pa. Entered as second class matter, January 4, 1931, at the Post Office at Philadelphia, Pa., under the act of March 3, 1879. Subscription price \$6.00 for one year U. S. and Canada. Single copies, 25 cents each. Vol. 119, No. 9.

These
TWINS
are always
welcome



These illustrations show clearly why Twin-Hook Frog Plates are adaptable to several tie positions.



BETHLEHEM TWIN-HOOK FROG PLATES *

* BETHLEHEM
STEEL



What Do You Think About This?

Baldwin-Westinghouse 2000-hp. diesel-electric road locomotive in the Baldwin Scale House at Eddystone.

BALDWIN SERVES THE NATION WHICH THE RAILROADS HELPED TO BUILD

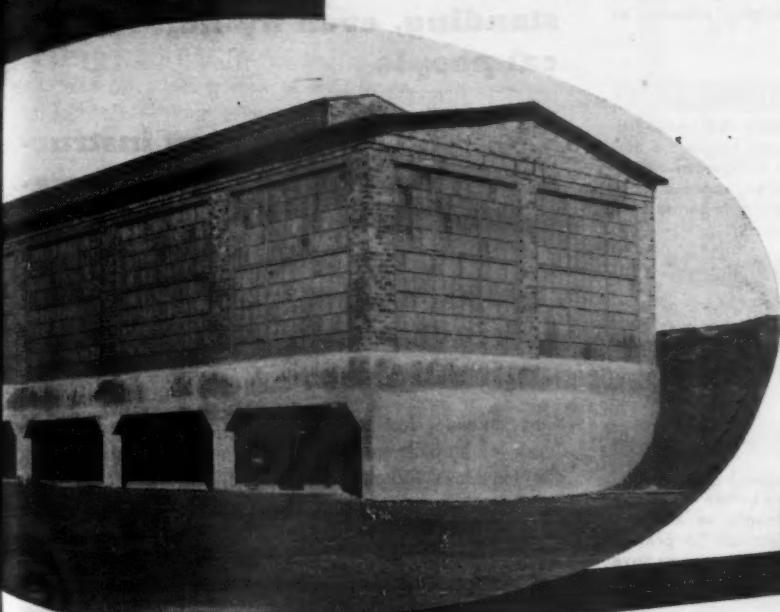
Do Your Diesels Really Weigh?

BALDWIN SCALES ELIMINATE GUESSWORK

Total weight of a locomotive is important but, from the railroad man's point of view, it is even more vital to know exactly how much of this weight is concentrated at each wheel.

Protection of rails, bridges and roadbed depend upon keeping these concentrated loads within safe limits.

Baldwin was among the first to recognize the importance of accurate knowledge in connection with wheel loadings on steam locomotives and, for many years, has maintained a scale house containing the most modern equipment for determining the actual weight on each wheel. This same equipment will tell you exactly how much weight is concentrated at each wheel of your Baldwin-Westinghouse diesel-electric locomotive.



BALDWIN

LOCOMOTIVES

The Baldwin Locomotive Works, Philadelphia, Pa., U. S. A. Offices:
Philadelphia, New York, Boston, Chicago, St. Louis, Washington,
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GENERAL  ELECTRIC

Announces A 12-PART TALKING SLIDEFILM COURSE in ELECTRONICS

THESE 5 ILLUSTRATIONS AND (RECORDED) CAPTIONS are typical of the simple, interesting sequences, 100 ft each slidefilm.

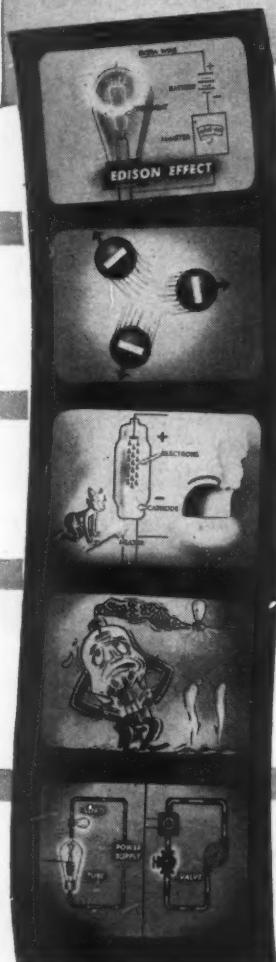
When the lamp is lighted and the filament glows, current flows through the extra wire, even though it is not connected with the filament itself. This phenomenon (Edison Effect) demonstrates the underlying principle of electronic tubes.

Electrons, being negatively charged particles, repel each other and hinder the flow of other electrons from cathode to anode. This repelling action is called "space charge"—a factor of very great importance in electronic-tube design.

In some types of electronic tubes, we "boil" the electrons out of the cathode with heat, much as boiling water produces steam.

A gas-filled tube (phanotron) can be damaged if forced to operate before its cathode has been heated sufficiently to emit the required amount of electrons. To prevent such abuses, most electronic equipments have automatic timers built in to protect rectifier tubes.

In our electric circuit, we use a second voltage supply called the control, or grid, voltage. It performs much the same function as the control handle on the valve in a hydraulic circuit.



... visualized for easy understanding, even by non-technical people

... packaged for easy instruction, using your own "homemobile" leaders

... practical up-to-the-minute subject matter, technically authentic

Now, an understanding of electronics as applied to railroad work can be built up, right within your organization, using the ingenious techniques of *visual instruction* that have proved so successful for wartime training. Every sequence of this 12-part course has been put to test on groups of widely different education levels. Educators have joined practical plant executives in praising its combination of *easy understanding* and *technical accuracy*.

As you follow the instruction manual, the sessions almost "conduct themselves", so that no great experience in organizing or instructing people is necessary. Everything essential is furnished except a sound slidefilm projector (35 mm, 33½ rpm), screen, and a meeting place. Upon completion of the course, your people will have a well-rounded acquaintance with electronic devices, tubes, circuits, and applications.



ALL THESE WILL BENEFIT

As electronic apparatus is applied more and more widely in the railway field, more and more of your people—train superintendents to maintenance men—will find their work depending upon electronics in a very practical way. Some of them may have to service this equipment. Others will be better equipped to get the most out of electronic equipment when it is no longer "all a mystery" to them.

MECHANICAL SUPERINTENDENTS and foremen will find the course understandable, even if their knowledge of electrical theory is limited. In learning about electronics and its application, they'll get a background of fundamentals of electricity, too.

ELECTRICAL ENGINEERS will find the course stimulating in suggesting practical electronic applications to improve service and safety.

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THESE ARE THE 12 SUBJECTS OF INDIVIDUAL FILMS AND LESSON BOOKS

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(54)

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NL=Night Letter
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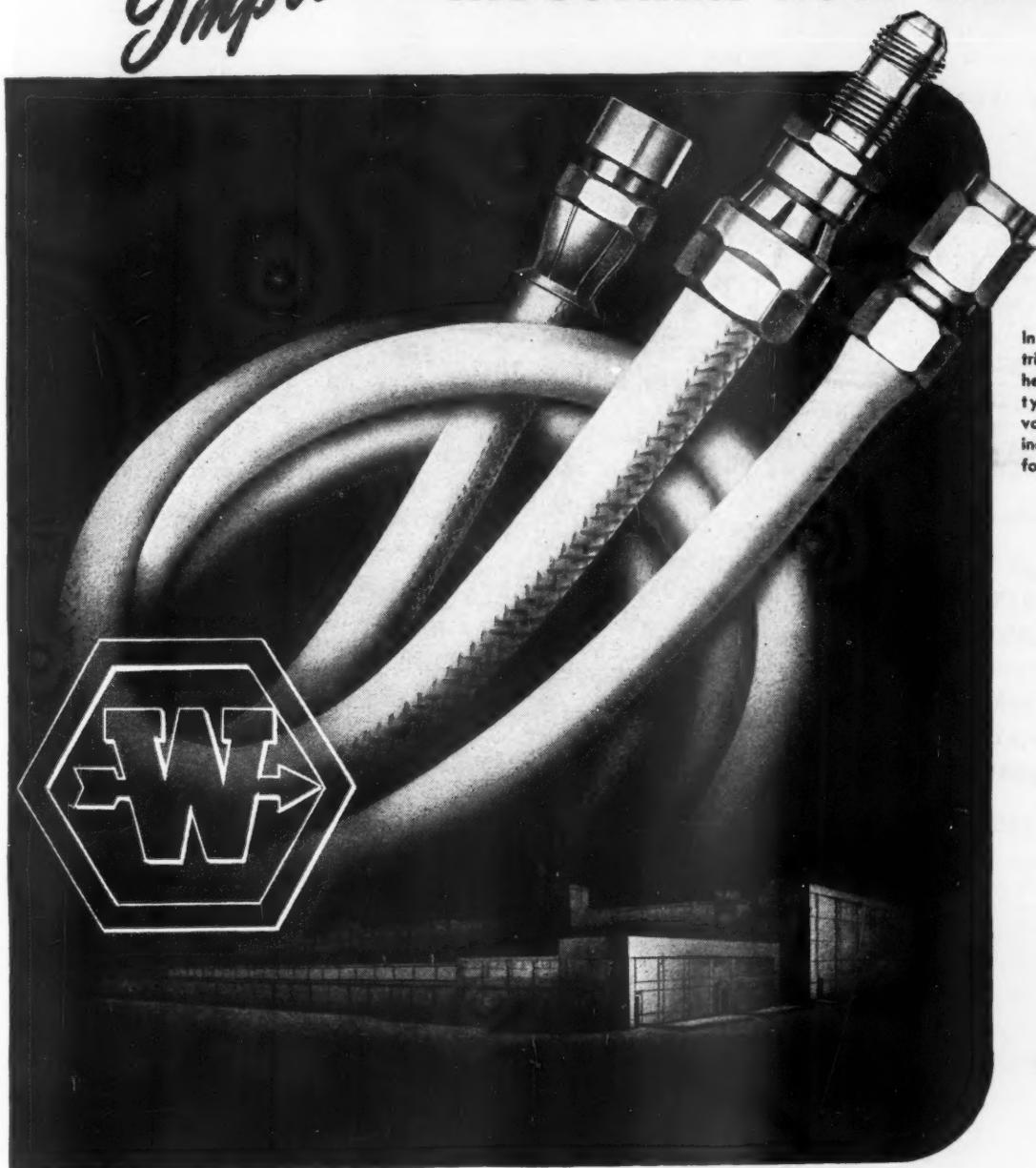
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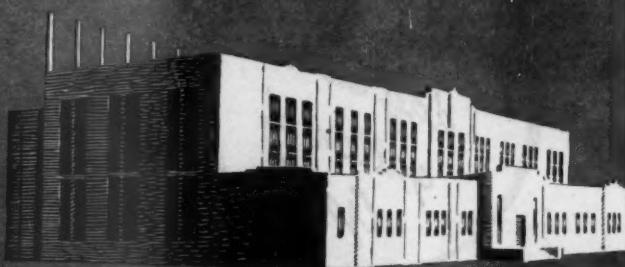
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WHEREVER THERE ARE
RAILROADS



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In selecting alloy steels, advantage and economy may be realized by the use of the high-strength Nickel-copper steels.

They offer greater strength and stamina

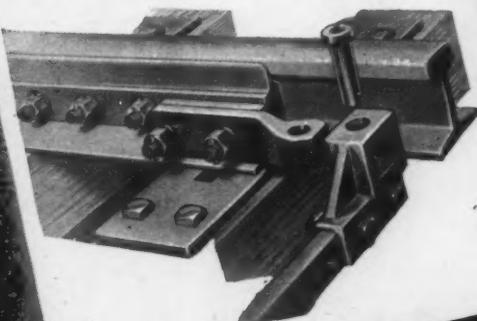
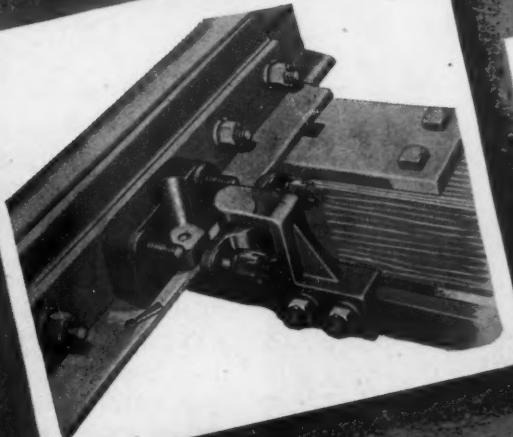
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Counsel and data on the selection and fabrication of alloy steels for railway equipment may be obtained from our technical staff. Your inquiries are invited.

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TYPES M and MF

LIFE-LENGTHENERS for Switch Points WORK-LIGHTENERS in Maintenance

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Correct point position, with respect to stock rail, is assured.

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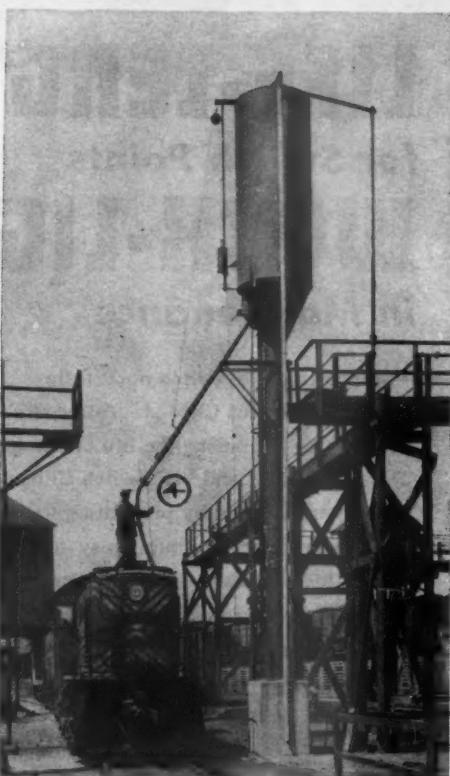
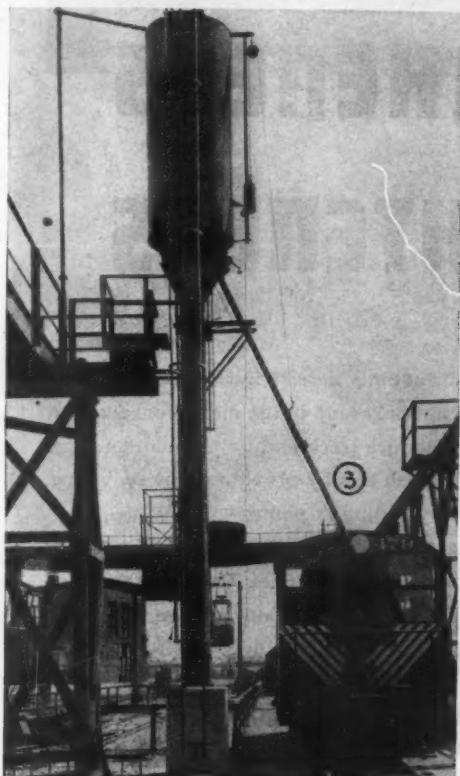
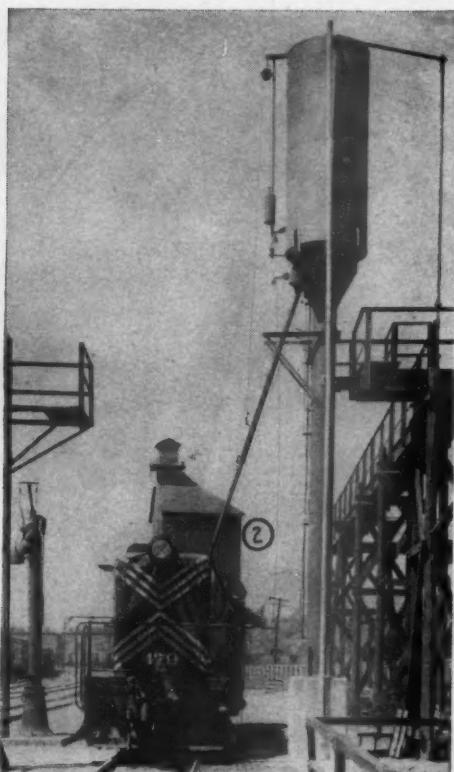
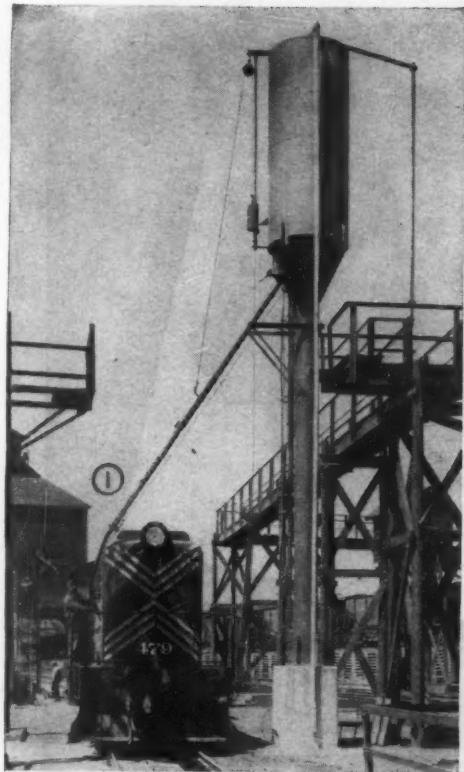
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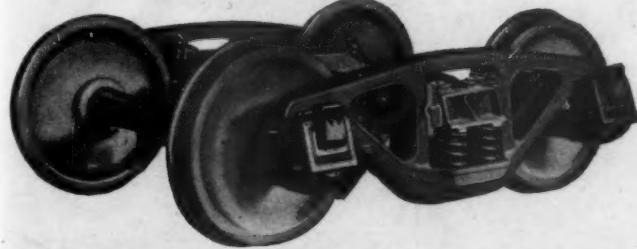
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The A.S.F. Ride-Control
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easy ride, is safe,
requires minimum
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WHY 32 LEADING ROADS USE THIS
"BALANCED ANALYSIS" WHEEL

There's a reason why ARMCO Stress Resistant Wheels are rolling under cars operated by 32 of the country's leading railroads.

Their exclusive "balanced analysis" means more and safer miles.

S-R Wheels stay in service longer because they have lower internal stresses right at the start. And they continue to resist stresses built up in service.

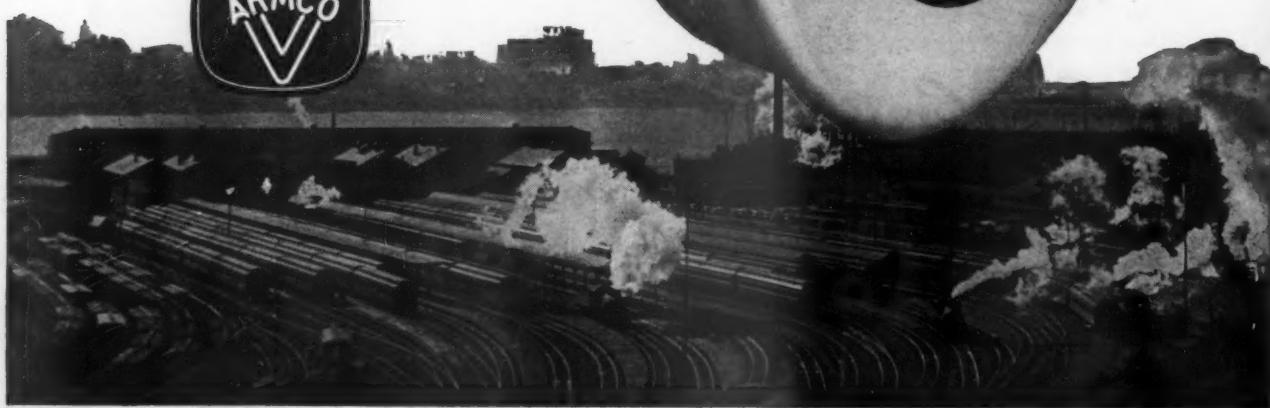
"Balanced analysis" gives you a wheel with the highest resistance to wear and shelling for a given resistance to thermal cracking. Its resistance to thermal cracking is equalled only by wheels with a lower carbon content.

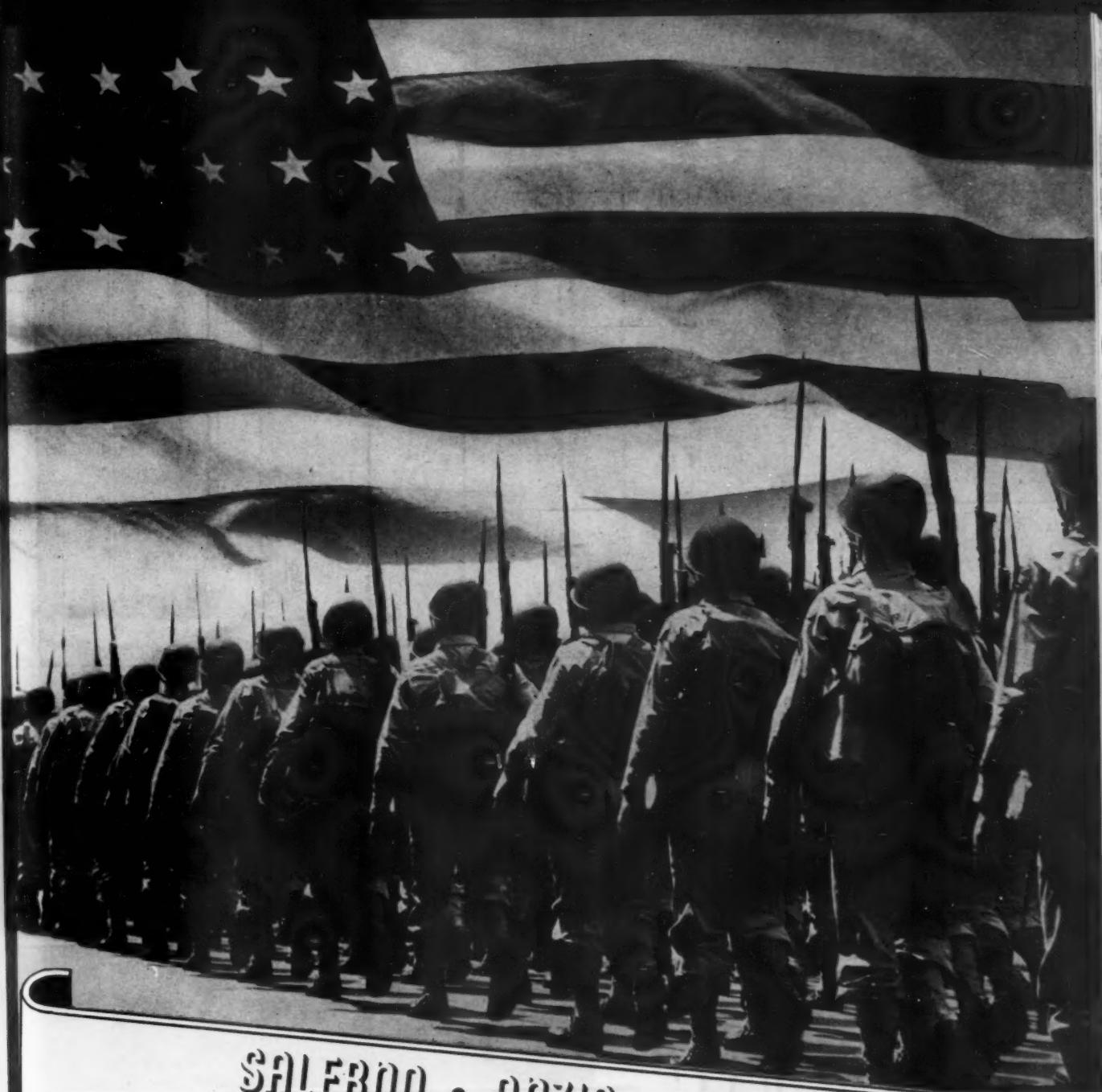
This means trouble-free service and high safety standards—the ability to "take it" in punishing wartime traffic. Get all the facts on ARMCO Stress Resistant Wheels from our nearest office, or write direct to the Armco Railroad Sales Co. Incorporated, 891 Curtis Street, Middletown, Ohio.

EXPORT: THE ARMCO INTERNATIONAL CORPORATION

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"The Wheel of Tomorrow is Rolling Today"

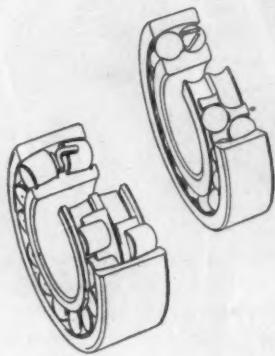




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In moving men, medicine, food and weapons to where they're needed most, railroads are doing a big job these days. And **SKF**-equipped trains are helping them to do it *right*. For down where the cinders fly . . . and wheels play their rat-a-tat-tat on the rails . . . down in the axle journals where loads are *loads*, **SKF** Spherical Roller Bearings are rolling up millions of miles of satisfactory performance. Railroad men know what **SKF** Performance means. We're simply passing on the thought to you that the same performance will be available — soon, we hope — for postwar equipment.

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DRAFTLESS AIR-DIFFUSERS

The draftless distribution of the conditioned air on the Seaboard Air Line Railway's "Silver Meteor" is just as precisely determined by ANEMOSTAT air-diffusers . . . as is the route of that train determined by the rails it travels.

Air-conditioning comforts win and hold train travelers as surely as do streamlined, luxuriously-appointed cars. Railroads have proven that efficient air-conditioning is one of their greatest ticket-sellers. And they have proven also that the ANEMOSTAT is synonymous with efficient and draftless air-conditioning of railway cars! ANEMOSTAT has no moving parts . . . no maintenance expense . . . no wear-out.

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. . . engineered the solutions of air-distribution in cars . . . designed and patented the many successful ANEMOSTAT air-diffusers which prevent blasts of hot or cold air on railroad passengers—and yet deliver air-comfort at every seat, throughout every compartment, in every nook and cranny of the cars.

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Our engineers are now prepared with unequalled skill—developed through our war research—to again serve the designers, builders and operators of railroads. During the last 25 years ANEMOSTATS have been successfully used on more than 50,000 air-conditioning installations throughout the world. Advise us of your interest in this subject and a conference will be arranged at your convenience—without obligation.

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Veteran-ize your personnel!
 Many discharged war veterans received valuable technical and specialized training. Always consider veterans when you employ. They did their share—now let's all do ours!

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1 THIN HEAD

The thin, reinforced, braced head is designed to be flush when drawn up. It displaces a minimum amount of wood and affords a perfectly smooth, level-with-the-surface seal without countersinking.

2 BEVELED EDGE

The scientifically designed beveled edge shears and compresses without breaking the wood fibers and without raising surface splinters.

3 TAPERED HEAD

The thin tapered and beveled head has no sharp edges to cut or tear the surface of the wood. It pulls flush with the surface, protecting the installation against moisture damage, rust or wood rot. Sealite Bolts form a perfect waterproof seal.



4 ROUND SHANK

By having the round shank extend to the base of the thin, tapered head we reach the technical and practical goal of putting the bolt into a round hole of exactly the same diameter as the bolt shank—providing a complete contact fit free from air pockets and consequent corrosion.

5 PATENTED FINS

The Sealite fin is patented. Scientifically designed to brace the head of the bolt so that it is extra strong yet is desirably thin and tapered. The Sealite fins present 4 surfaces lying exactly on radial planes of the bolt to provide maximum resistance against turning when the bolt is pulled flush with the surface. Counterboring is unnecessary. The four fins sever the fibers of the wood, eliminating side pressure and wedging action, avoiding splitting of the wood.

6 ACCURATE THREADING

Every Lewis Sealite Car Bolt is accurately threaded to a spinning fit. Perfect threads are a prime requisite for ease of installations.

SEALED-TITE IN ZINC BOLTS... Although many firms have claimed to make a finished Sealite bolt, they are turning to our Double-Line Hot-Dipped, Sealed in Zinc, galvanized finish. This, as the name implies, does add many years of life by stopping rust and corrosion.

LEWIS BOLT & NUT COMPANY
504 Malcolm Avenue S.E., Minneapolis, Minnesota

DESIGNED TO DO A BETTER JOB

**PUT THE GLAMOUR OF TRAVEL
INSIDE THE CAR TOO**



Cushion with **FOAMEX*** Cover with **VELON***

The lure of travel is the glamour of travel. Now you can give your passengers glamour all the way from starting point to destination, right inside your car.

The magic formula is in Firestone's amazing materials—*Foamex* cushioning covered with *Velon* upholstery fabric—dream-cradled comfort, dream-colored beauty.

Watch passengers' eyes sparkle when they step aboard, to glimpse immaculate, glowing interior of *Velon* (pronounced *Vel-on*). Seat covering, wall-lining, curtains, shades and trim are *practical* in *Velon*. Colors range from delicate pastels to clear, vibrant tones, in an infinité variety of patterns, weaves and textures, non-fading, wearproof.

Watch passengers' eyes close, in blissful relaxation, when they sink into the resiliency of *Foamex* cushioning. Firestone latex foam replaces old-style springs, stuffing with one simple, sagproof material. *Foamex* has millions of air-and-latex bubbles—each a breathing, ventilating

cell, to keep seating (and passengers) cool and fresh.

Now watch maintenance and replacement cost go down when you combine *Foamex* with *Velon*. Separately, they are a vast improvement. Together they form the perfect seating combination—virtually indestructible.

Velon is not only cleanable—a mere wipe with a cloth dampened in water or cleaning fluid instantly restores its fresh, original beauty—it actually gives dirt and grease no foothold; cannot be stained by acids or alkalis. *Velon* will not snag, scuff, bag or grow out of shape.

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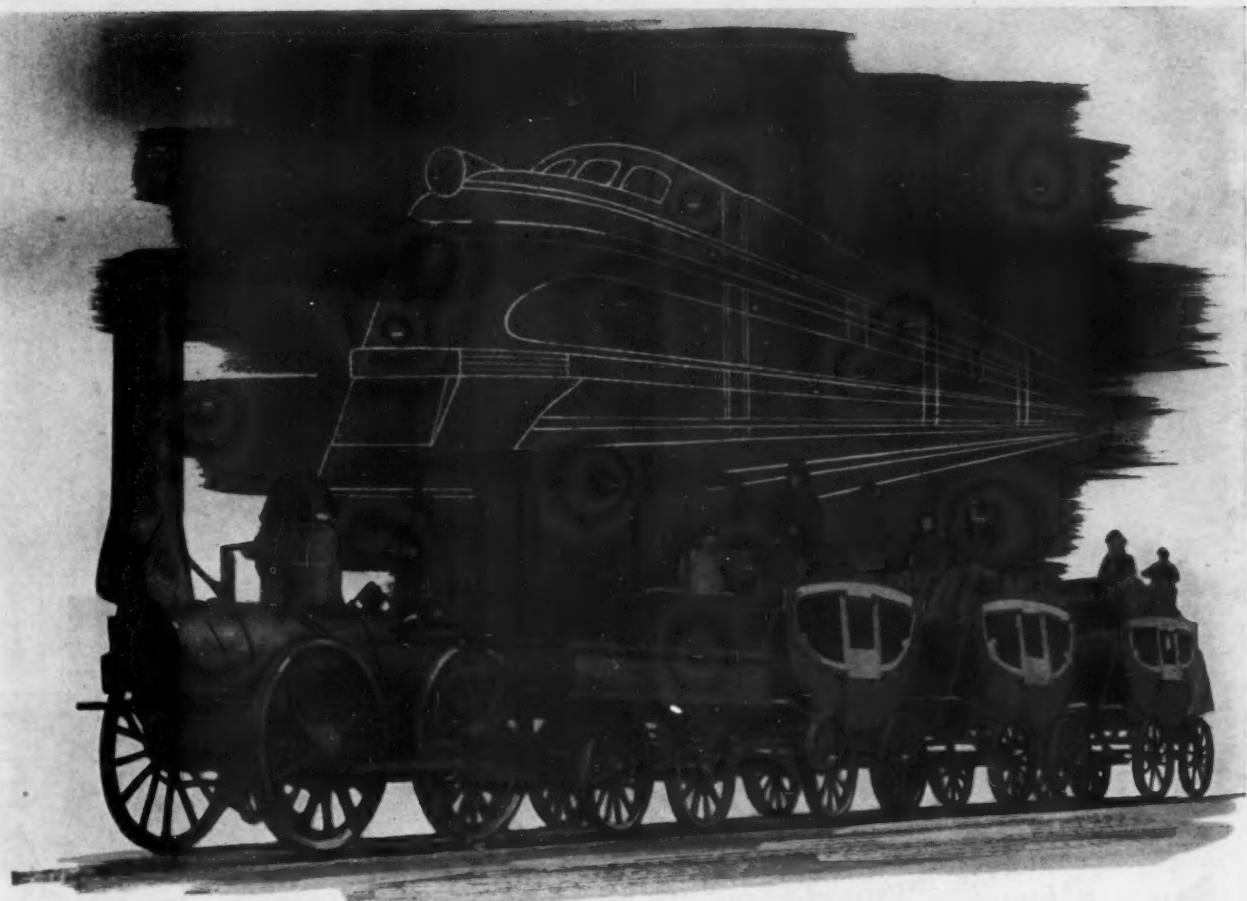
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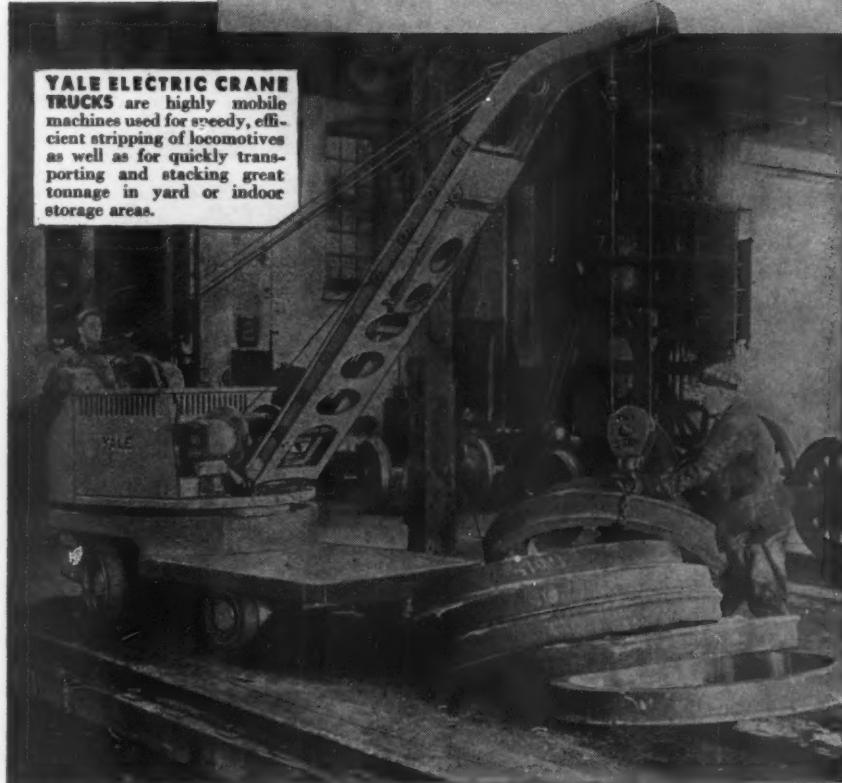
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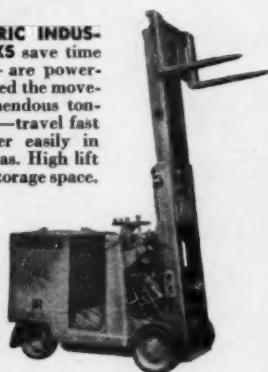


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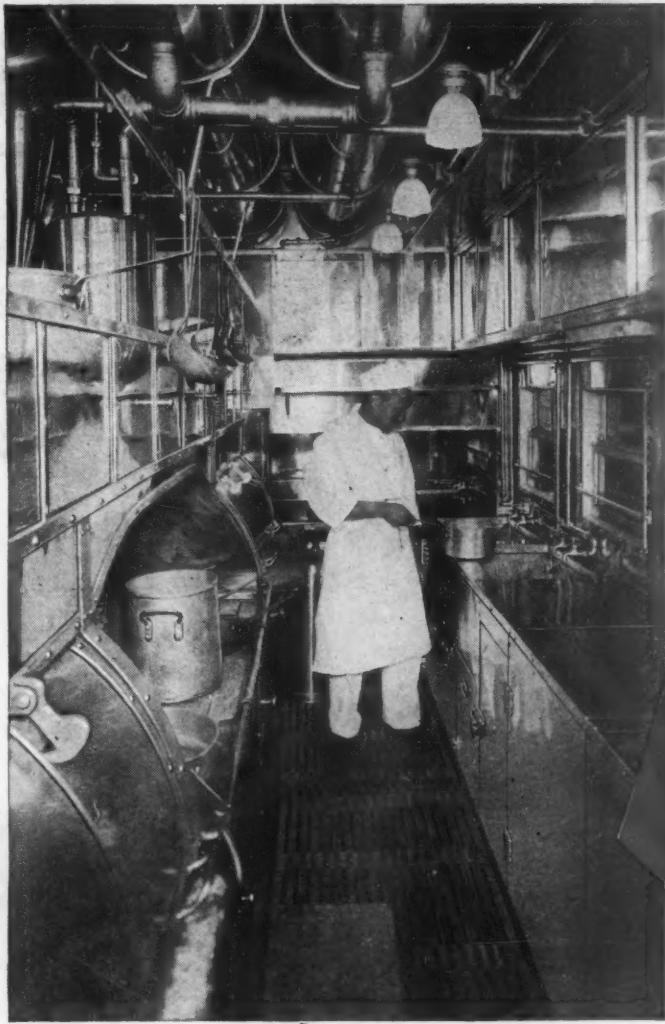
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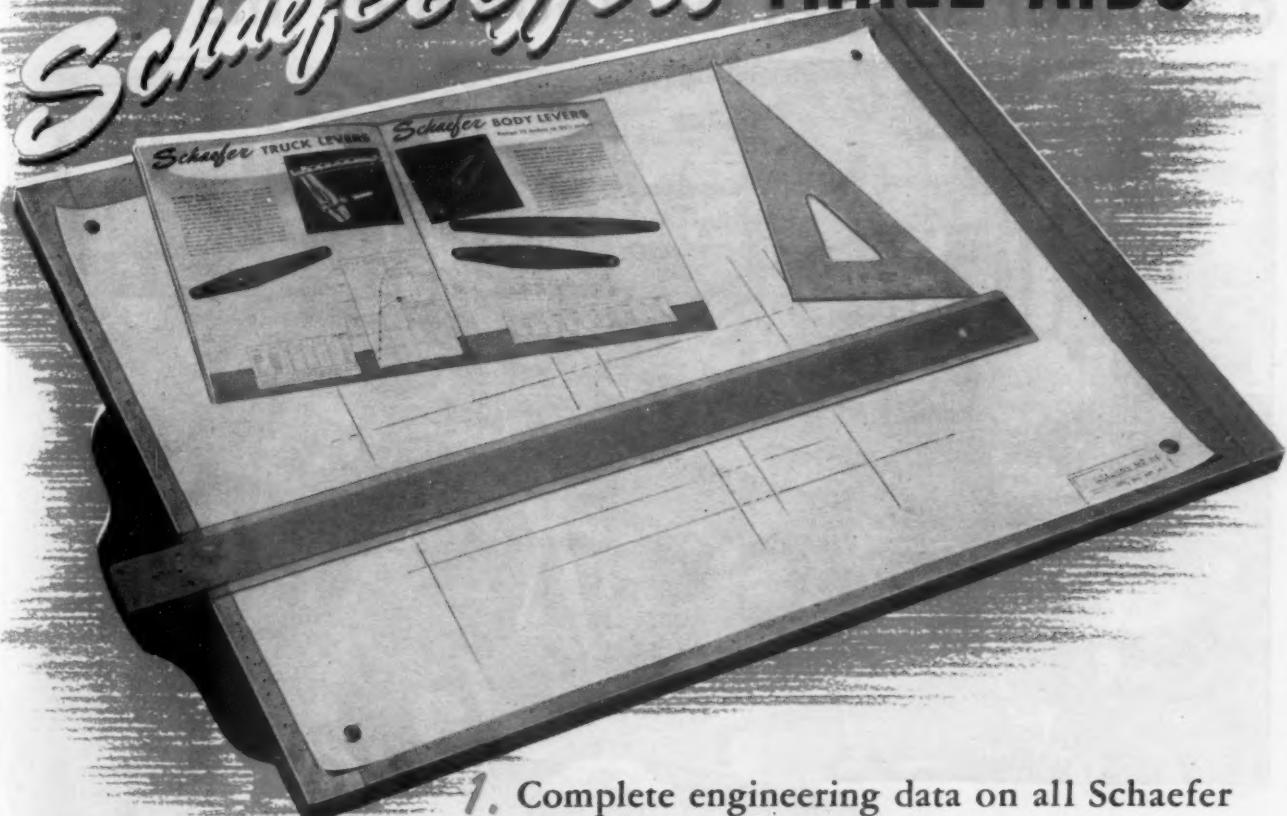
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Railway Age

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The Railway Age is indexed by the Industrial Arts Index and also by the Engineering Index Service



PRINTED IN U. S. A.

...and construction

of extra track is still postponed

In 1934, the Signal Section
of the A.A.R. made a survey
of C.T.C. installations to de-
termine what benefits the rail-
roads had derived from the system.

Of the railroads reporting, covering
installations made as early as 1927, seven
stated that C.T.C. had made it possible to
postpone the construction of additional tracks.

Today, more than ten years after the original
survey, and with peak wartime train movements
instead of depression lows, *every mile of that postponed
construction is still postponed.*

In every case, C.T.C. created the required track capacity,
making it possible to avoid a great investment in track con-
struction, and permitting a corresponding saving in track main-
tenance, and in taxes.

On some railroads C.T.C. has made it possible to abandon extra tracks,
and other roads now have undertaken studies looking toward that possibility.

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The Week at a Glance

TRANSPORT NEEDS UNITY: A prominent shipper, L. F. Orr of the Pet Milk Company, in an article in this issue examines the contentions of the various parties interested in transportation, showing how many of their claims are mutually irreconcilable. This conflict has brought waste and a poor economic outlook for the transportation industry, from which war traffic has provided only a temporary respite. Mr. Orr doesn't believe that politicians can be expected to find the answer to a puzzle that is too tough even for the active participants in the business to attempt to untangle—and he suggests that the contenders get together on a live-and-let-live program which will save transportation for private enterprise.

WOULD BUY PULLMAN: A Cleveland investment firm, Otis & Co.—with which are associated R. R. Young and A. P. Kirby who control the C. & O. system—appeared in the federal court in Philadelphia on August 27—with a plan to purchase the sleeping car business which Pullman, Inc., is under court order to sell. Lawyers for the Otis group in the transaction are Thurman Arnold and A. C. Wiprud, formerly of the anti-trust division of the Justice Department, which instituted the case against Pullman, Inc., resulting in the court decision requiring it to dispose either of its manufacturing business or its sleeping car business. In a conference with the press, Mr. Young made it clear that his group, if successful in securing control of the sleeping car business, intends to press vigorously for traffic expansion by offering an improved service at attractive rates. He was somewhat critical of the conduct of the passenger business by the railroads in the past. A full report appears on page 370 herein.

LABOR'S RIGHTS & DUTIES: An editorial herein contends that "full employment" and "security" in industry can be attained only if all the interested groups—private business, government, and labor cooperate in adopting the means to such a goal. There is a great deal of discussion about the "duty" of private enterprise to provide "full employment" at fair wages, and the "duty" of government (i.e., the taxpayers) to step in and do the job if private employers can't or won't. But acceptance of this "duty" either by private employers or the taxpayers can't achieve the expected goal unless labor will scale its wage demands to conform to the quantity of work it is able and willing to do. Nobody, not even Uncle Sam, can promise a well-paid job to everybody and then let those who are hired set their own wages and decide how much work they are going to do.

DIESEL INSTRUCTION: All mechanical department supervisors on the Southern have learned the fundamentals of Diesel operation at a manufacturer's school; and now the railway is providing instruction cars for spreading knowledge of this necessary branch of modern railroad technology on down the line. The first of these cars is described in an illustrated article in

this issue. It is equipped with charts, models and sectional parts, so that instruction is offered in tangible form, requiring little assistance from the student's imagination. A fully-equipped Diesel operator's seat is provided so that, when a learner completes his course, he can climb up into a locomotive cab and take a train right out of town.

I. C. "SEIZED": The Illinois Central was saved last week from a strike of its firemen by the "seizure" of the property by the federal government, with W. F. Kirk as the O. D. T.'s chief in Chicago being in nominal charge. The firemen have continued at their jobs because of their unwillingness to "strike against the government"—indicating the power that names have over men's actions; because, obviously, tying up a great railroad system would be an act of hostility toward the government and nation just as much if the carrier were in full control of its management as if it were under federal control. Neither the management of the road nor the traveling or shipping public have done anything to injure the firemen; their argument is with the B. of L. E. and an "emergency board" which didn't adjudicate a dispute to the satisfaction of the B. of L. F. & E. Mr. Roosevelt set a precedent of not backing up his "emergency boards" when their decisions gave dissatisfaction to a union litigant with the result that awards by these boards appear to have lost the power for industrial peace they used to exert.

DRAGGING EQUIPMENT: On the Pennsylvania a train with any of its parts hanging below the rail level can't go very far without giving a signal to an interlocking operator in advance who then, of course, pulls a red board on the train. This protection covers the entire main line and most important branch lines, in a construction program 90 per cent complete, which was instituted five years ago and has cost more than \$600,000—a lot of money, but not so much when compared to the expense of a few large-sized derailments. This product of railroad persistence in research and development for the unremitting improvement in the safety, dependability, and economy of service is described in an illustrated article in this issue by W. R. Triem, the P. R. R.'s general superintendent of telegraph.

N. A. M. PUBLIC RELATIONS: The National Association of Manufacturers has reorganized its handling of public relations—so that the officer in-charge of this work will have a voice in the formulation of the policies which, later, he will have to purvey to the public. Looking for a man to take over this large assignment, the N. A. M. chose a railroad public relations officer of extensive experience—possibly reflecting N. A. M. recognition that, the railroads' public relations job being so involved and difficult, a successful practitioner from that industry should have the best qualifications available for the job it wants done. This interesting development is discussed editorially in this issue.

HARRISON LOOKS AHEAD: The president of the Clerks' union, George Harrison, has made public some supplementary observations (in addition to those set forth in our July 7 issue) on the railroads' future prospects, which we report in our news pages. He doesn't overlook the danger which besets the railroads from subsidized rivalry, but he thinks the carriers ought to "gambol" on a prosperous future and thereby help to make the fond hope come true. At the same time, as is reported elsewhere in our news pages, Mr. Harrison is lending his support to the Murray "full employment" bill, although he wants the "public works" contemplated therein to be for things which won't compete with the railroads. G. M. seems to be doing a little "gambling" of his own here—because, once the principle of engaging in "public works" just to make jobs is accepted, it is bound to be hard to keep the expenditures from going into politically-popular projects, and all of these (airports, superhighways, St. Lawrence, T. V. A.'s) are competitive with the railroads.

LET'S REVIVE CONVENTIONS: The railroad industry has suffered in recent years by the withdrawal or severe diminution of the opportunity which professional conventions afforded in peacetime for mutual consultation and improvement in ways of doing railroad work. An editorial in this issue urges that these conventions be now revived as rapidly as travel and hotel conditions will permit, to restore the educational force of these meetings to their full pre-war scale. The exhibits of improved devices and materials at these sessions is one of their most useful features which shouldn't be overlooked either.

TRAFFIC FORECAST: The Committee for Economic Development came out last week with its prognostication on how much production the manufacturing industry is going to turn out in the first calendar year of peace. What it foresees is a volume 42 per cent greater than in 1939. In our leading editorial herein we translate this figure into terms of railroad traffic and conclude that, if factories turn out 42 per cent more than in 1939, the railroads ought to show a greater percentage increase than that. This, however, is only a short-range forecast for the railroads. They can't continue to hold their own, and better, as compared to manufacturing, unless they can get the same kind of treatment as to fair competition, comparative taxes, and prices to match increased costs—especially labor costs—which the manufacturers are doubtless counting on; but which, so far, they can look to with more assurance than the railroads can.

EFFICIENT DIESEL REPAIRS: The Northern Pacific's Diesel-electric freight locomotives are being kept in shape conveniently and efficiently through the agency of a modern shop, especially built for the job, and located at the west end of the line where most of the road's Diesel operations are concentrated. This facility is described and illustrated in this issue.

IT'S A GREAT NEW DAY FOR RAILROADING

BEYOND THE LIMITS OF A GAUGE

It takes more than skilful machining to put long, dependable service into replacements for so fine a mechanism as General Motors Diesel locomotive.

It takes the years of research, laboratory testing, and actual experience on the road that GM has had.

That's why it pays well to use only genuine Electro-Motive parts in GM locomotives and Electro-Motive rail cars.

And to make full use of the EMD Service policy:

- The right part
- At the right place
- At the right time
- Properly applied
- At the right price.

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BUY VICTORY BONDS

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RAILWAY AGE

Freight Traffic Prospects

The Committee for Economic Development has recently issued a report on the results of a survey among manufacturers in which it is revealed that, in the opinion of the manufacturers themselves, their output of products in the first calendar year of peace should be 42 per cent greater than in 1939. In the survey the first year of peace was tentatively designated as 1947, but, as the war has actually turned out, the estimates should be almost equally valid for 1946. The C. E. D., it scarcely needs to be explained, is a nation-wide organization of business and industry which, under the chairmanship of Paul G. Hoffman, president of the Studebaker Corporation, has for several years been encouraging the leaders of business to study their post-war prospects and opportunities so that they might avoid hesitancy in furthering plans for peace-time expansion; and thereby avoid contributing to serious and protracted unemployment which would probably have dangerous political consequences.

Railroads May Top Factory Record

What would an increase in peace-time manufacturing output to a level 42 per cent above that of 1939 likely mean in terms of railroad freight traffic? In 1939 revenue ton-miles on the railroads totaled 333 billion, and an increase of 42 per cent added to that performance would come to 473 billion ton-miles, or just about the freight traffic performance of the railroads in 1941. There are persuasive reasons, however, for the belief that, if manufacturing output should be as C. E. D. members forecast, railroad ton-mileage should be greater in the first year of peace than in 1941. There will undoubtedly be greater emphasis on "durables" and "consumers' durables" in the immediate post-war period than in either 1939 or 1941; and railroads participate more largely in traffic in "durables" than in items of immediate and direct consumption. Moreover, the railroads themselves have a large reservoir of assured and effective demand for articles in the "durable" category which will produce indirectly a lot of traffic, and which may have been reflected only in part in the C. E. D. estimates.

Railroad freight revenue in 1941 totaled \$4,448 million, and, since basic rates are now the same as those of 1941, traffic somewhat greater than that of 1941 would produce only a proportionate increase in freight revenue. Passenger traffic in 1941, however, produced only \$515 million of revenue, while in 1944 its contribution to total operating revenue had risen to \$1,790 million. It would require extraordinary pessimism to forecast 1946's pas-

senger revenues at less than between two and three times what they were in 1941.

It seems evident, therefore, if the contribution of the manufacturing industry to peace-time production and income is to be on a level 42 per cent above that attained in 1939, that the contribution of the railroad industry will almost certainly be at a somewhat higher percentage increase than that of the manufacturing industry.

Only Short-Range Outlook Is Satisfying

This relatively favorable outlook for economic activity by the railroads is, however, only a short-range view. The unit cost of railroad labor (average hourly earnings) is more than one-fourth greater today than it was in either 1939 or 1941, and demands for further increases of fantastic magnitude are now being pressed. Railroad taxes in 1939 were \$356 million; in 1941, \$546 million; and, in 1944, \$1,846 million. For the railroads to operate for very long at a physical level not much above that of 1941, it is evident they must greatly economize in the employment of overpriced labor and be granted a large reduction in taxes, or they will be unable to continue for very long to maintain their share in the production of the total national income without large increases in rates.

Some increases in rates it will scarcely be possible to avoid, and they would be neither an injustice to the public nor an especial danger to the railroads—up to the point where the increases do not exceed the rise in the general level of wages and prices. A rise beyond that point, which might be unavoidable if taxation and wage rates were pushed to or even continued on extortionate levels, would divert a growing share of railroad traffic to competing means of transportation and would cause a rapid shrinkage in the railroads' ability to provide jobs and to contribute to the prosperity of the economy as a whole.

Business Can Aid Transport Well-Being

The railroads, in short, from present indications, should come to the first year of peace prepared to do, relatively, even better than the manufacturing industry in contributing to the nation's peace-time employment and prosperity—but their continuance in this role depends upon factors beyond their power to control. These factors are wage, rate, and tax policies—and especially how these policies are applied to the railroads in com-

parison with their application to other agencies of transport. If the business community and the public generally desire the continuance of the contribution the railroad industry is able and eager to make to the national well-being, they will see to it that public policy toward the carriers permits them to exercise to the full their faculties and intentions for the general welfare. It is the railroads' duty to see to it that the public has the information necessary for the formulation of public policy which will protect the public interest in the continued successful functioning of the railroads.

Has Labor Only "Rights," Not Duties?

If it is the duty of private enterprise, government (i.e., the taxpayers) or both to provide "full employment," what is the duty of those for whom employment is provided? Unprecedented emphasis is being placed now on the "duties" of private enterprise and government (i.e., the taxpayers) and the "rights" of labor. But almost nobody is saying anything about the rights of those who provide jobs and the duties of those for whom they are provided. Formerly, it was a generally accepted principle that in all the relationships of life duties and rights were reciprocal—that everybody having duties had correlative rights, and that everybody having rights had correlative duties. Has something recently happened to "social justice" which has imposed all the duties on some of the people, and given all the rights to the rest of the people?

No Ends, if Means Are Unheeded

These, at the present critical juncture in our affairs, are not idle questions. We are confronted with demands for a flood of specific legislation to guarantee not only "full employment," but also a high standard of living and "security from the cradle to the grave" for all. Everybody would like to see these objectives attained. But if they are attainable, it is only by the adoption of *means* by which they can be attained. And these *means* cannot be adopted and made effective by employers alone, or even by employers and government alone without the use of compulsion. Under a system of freedom their attainment can be approached only to the extent that employable persons will voluntarily accept employment that is available and do a quantity and quality of work proportionate to the wages they are paid.

If some of the people—whether as private enterprisers or as payers of taxes to government—have a duty to provide employment at good wages, then the rest of the people have a duty to accept employment and do a quantity and quality of work proportionate to the wages they are paid. "Full employment" can have no purpose excepting the production of a proportionate volume of goods and services. "Full employment" cannot cause a proportionately large and increasing production of goods and services unless all employees by their work co-operate with all employers in increasing production. And only the maximum practicable produc-

tion of goods and services can make possible the high standard of living and the "security from the cradle to the grave" for all which are being demanded and promised.

Labor's Collaboration Indispensable

These are truths so simple and incontrovertible that seemingly they should be obvious to everybody. But apparently they are being ignored by almost everybody, both in practice and theory. Almost everybody is telling employers engaged in private enterprise that they must provide unprecedentedly large peace-time employment at unprecedentedly high peace-time wages—"or else." But who is telling labor what it must do, not merely to justify, but to make possible, these high levels of peace-time employment and wages? And what is labor doing or proposing to do to make them justifiable, or even possible?

The situation on the railways is typical. Some of the railway labor unions are demanding not only a 25 per cent advance in basic wages, but numerous new "featherbed" rules which would fantastically increase labor costs in proportion to the labor actually performed. The effect would be to necessitate large advances in rates, which would reduce the employing power of all the industries that had to pay the advances in rates, or to reduce or destroy the power of the railways to purchase needed equipment and materials, and thereby impair the employing power of the industries from which they make these purchases.

What, in these circumstances, are the duties and rights of the railways, on the one hand, and the duties and rights of their employees, on the other hand? Obviously, they are the same as those of other industries and their employees. Obviously, there are correlative duties and rights on both sides, which well-intentioned or politically inspired legislation may ignore in *theory*, but which must be recognized in *practice*. Otherwise, all possibility of "full employment," higher living standards and "security from the cradle to the grave" will be wholly destroyed.

Wanted—

Railroad Conventions

An important factor in the growth and development of American railroads has been the many associations of officers and supervisors which meet to consider their common problems, and to foster study and research through committees which function between conventions. These groups started with voluntary organizations of alert and constructive-minded leaders, who recognized the necessity for and the value of combining to solve their problems and to plan for greater effectiveness and efficiency of their departmental activities. Many of these groups are now included in the Association of American Railroads, thus placing them on an official basis; others continue to function independently, but with the approval and good will of the A. A. R.

The railway supply manufacturers are closely identi-

fied with these various groups and have co-operated in a helpful way in many of their activities. In some instances they have arranged elaborate exhibits at the conventions, where their products, and particularly the latest improvements, have been shown and demonstrated.

Two World Wars and the long-continued depression of the 'Thirties have seriously interfered with the functioning of these organizations, both official and voluntary. A few of them have passed out of existence, but most of them have carried on doggedly, even though badly handicapped—and this has been to the distinct advantage of the railroads, which have made such a splendid record under war stress.

An example of what has occurred is illustrated by the experience of the Mechanical Division, A. A. R. Prior to the First World War the American Railway Master Mechanics' Association and the Master Car Builders' Association, closely associated, held their conventions at the same place each year. One held its meetings on Wednesday, Thursday and Friday of one week and the other on Monday, Tuesday and Wednesday of the following week. The Railway Supply Manufacturers' Association staged a great exhibit covering these eight days. No conventions were held in 1917, but short meetings were held in Chicago in 1918. In 1919 the two organizations were combined and became Section III—Mechanical, A. A. R., and the regular convention with exhibits was held at Atlantic City; car subjects being considered one week and locomotive topics at the beginning of the following week. In 1920 the Purchases and Stores Division, A. A. R., held its annual meeting during part of the eight-day period of the mechanical convention, in order to take advantage of the exhibit; it has continued this practice at Atlantic City conventions held since that time.

Visual Education Needs Reviving

The depression of the 'Thirties and the Second World War knocked this program into a cocked hat. Following 1930 only one such combination meeting, with an exhibit, has been held—that at Atlantic City in 1937. During most of this period and since 1941 no meetings have been held except by the General Committees with the committee chairmen. The associations have done a good job and are to be congratulated, but naturally there has not been the same enthusiasm, inspiration, or educational value to the membership at large.

The same conditions hold true to a greater or less degree for all of the other railroad associations. Under the direction of their officers, committees have continued to function and annual proceedings have been published. This has been done by busy and overburdened men in a spirit of grim determination, and in the knowledge that their contributions were vital to the continued operation of the railroads—good proof of the important part that these associations play in railroad operation.

Now the war is over. The railroads face a new day, in which they must rehabilitate and replace their equipment and facilities, take advantage of technological improvements, adjust themselves to greatly changed conditions, and meet sharp competition from other types of carriers. More than ever before it is imperative

that the railroad associations, voluntary as well as official, aggressively plan and prepare for holding conventions as early as practicable, and that the exhibits of up-to-date products, which mean so much to the railroads from an educational standpoint, be revived.

N. A. M. Names Railroader Head of Public Relations

The National Association of Manufacturers has made a basic reorganization to deal with its public relations which deserves the attention of everyone concerned with increasing the effectiveness of industrial management. No body of men has contributed so much, either to making the standard of living of Americans the highest in the world, or to the output of materials and machines which brought victory to American arms, as those who have organized and directed the production and transportation of manufactured and industrial products; yet no group in the country now enjoys less general esteem in ratio to its accomplishments.

At the current sessions of the Senate Banking and Currency Committee on the so-called Murray "full-employment" bill, the first week was given over almost exclusively to the testimony of politicians, small-time lawyers, radical labor leaders, heads of popular pressure groups, and a department store executive who loves the limelight—a category of witnesses who know a great deal about taking income away from other people, but whose competence to advise on increasing the supply of it is not evident. If the relatively small number of Americans of demonstrated competence in bringing together the materials, the savings and the labor which have enabled America to out-produce all the rest of the world were accorded recognition in proportion to their merits, their fellow-citizens, including the Senate Committee on Banking and Currency, would give little attention to the opinions of a lot of political lawyers and pressure-group organizers on a subject of which their knowledge is so limited.

So far, however, the real producers, while they are a little less tongue-tied than a decade ago, continue to be novices in relating and interpreting to the public what they do. Some of them continue indifferent and even hostile to any consideration of their standing in popular estimation—not realizing that misunderstanding may be as damaging in its effect on the results of their labors as lack of skill in performing them. Judged by actual accomplishment, a management which is indifferent to public opinion or poorly organized to deal with it, is as much a failure as a management which fumbles the job of production.

The reorganization which the N. A. M. has effected in its public relations set-up should go far not merely in improving the public's understanding of industry, but equally, and indeed primarily, in improving the N. A. M.'s understanding of the public. Public relations work has been made the responsibility of a full-time vice-president, and to that position has been named Holcombe Parkes, formerly an associate editor of *Railway Age* and recently assistant to president of the Southern Railway. The function of the new vice-president will

not be limited to the popular conception of the duties of a public relations officer, i.e., the preparation of "releases" to the press to inform the citizenry of the opinions of leaders in industry and business, but, first and foremost, to recommend a basic public relations policy to the organization (in co-operation with the N. A. M.'s public relations policy committee), and then to be in charge of administering the details of carrying out this policy, once it is adopted. The public relations department, as we understand the new set-up, is not to wait in the ante-chamber while N. A. M. policies are adopted, and be expected thereafter to serve as the hand-maiden of these policies; but, rather, is to have a seat at the council table when the policies are adopted. Public relations activities will not merely be the servant of other departments, but may also expect to be served by them.

Public Relations Training Ground

No industry has such a complex public relations problem as the railroads. It follows that long and successful experience in the conduct of railroad public relations should provide the best background of training available for skill and understanding in this work. It is a heartening portent that the N. A. M. has realized the seriousness of its public relations problem and that it has proceeded with such vigor and thoroughness in the adoption of means to deal with it which reveal a so much more adequate degree of comprehension of the nature of the job than that which still characterizes the average management of large-scale enterprise.

Thomas F. Woodlock

There is no "indispensable man" but there are some men who are irreplaceable—and former Interstate Commerce Commissioner Thomas F. Woodlock, who died last week a few days short of his 79th anniversary, was such a one. His "Thinking It Over" column in the Wall Street Journal, which he had been writing since he retired from the I. C. C. in 1930, deserved the usually-misused adjective *unique*. Nobody can write an acceptable likeness of that penetrating commentary on current political and economic developments now that Mr. Woodlock is gone, because no one else in American journalism has just that combination of talent, knowledge, and self-disciplined character which he possessed.

A wise, learned, and articulate man is invariably a guide to cooperation and unity in society, serving in some measure to counteract the forces which separate people and set them to destroying one another. There are several such men writing today who have the economic scholarship enabling them to discern the pacific influence of a free market, and its benign effect in uniting men to their mutual enrichment; and the converse divisiveness, poverty and enslavement inherent in the spread of political coercion in the realm of economics. Such writers may not be able to save our present society—because writing aimed at the intelligence isn't as easy for most people to follow as that which is pointed at their crude emotions. Nevertheless, ultimately, such

men—who in a sense provide the ammunition without which the leaders on the "practical" level in the fight for free institutions could not carry on—are not going to lose, because facts, and reasoning based upon facts, cannot be finally defeated unless people lose their ability to reason.

There are other branches of learning besides economics, however, which—to the extent that their lessons can be made more generally known—also point the way to freedom, prosperity, and peace. Among these are history, ethics, and philosophy; and it was his learning in these fields, in addition to his understanding of economics and his practical experience with business problems, which gave Mr. Woodlock his unparalleled competence and power as a commentator on current developments.

He had the humility of true greatness in that he did not pretend to the mastery of any of the several branches of knowledge wherein, as a matter of fact, he could have matched the accomplishments of professional specialists. One reason, perhaps, why he knew so much was the fact that, having acquired the bulk of his learning without the benefit of formal academic assistance, he never had a certificate to proclaim that his education was complete, and hence never came to consider it as such. As a youth in Ireland and England, before coming to this country at the age of 26, he had had the benefit of some advanced schooling, but only enough to give direction to his studies. His really great store of erudition came to him in a career which embraced two periods with the Wall Street Journal—1892-1905 and 1930 until his death, with the intervening 25 years spent in active financial affairs, topped off with five years on the I. C. C.

Mr. Woodlock in 1895 wrote his "Anatomy of a Railroad Report" which was and is a classic of clarity, which served alike to instruct the neophyte and to advise railroad managements what such a report should reveal. Characteristically, the foreword to this concise little work warns the reader that the author "offers the book as a mere primer." His interest in and knowledge of railroad problems never flagged in a career which carried him into complex issues far afield from transportation.

Deep-Seated Moral Power

American business leadership is wiser, more competent, and more given to the intelligent pursuit of objectives which are to the general advantage than it could have been had there been no Thomas F. Woodlock—and he did not exert his beneficent influence solely by his writings, but perhaps quite as importantly through his personal contacts. He was always most generous with his time, and his counsel was widely sought, and always helpful. Perhaps most notable of all his characteristics was, as the New York Times has observed, the impression he created, obviously through no conscious effort of his own, of rare moral stature.

There must be thousands of Americans—not all of them unimportant—who feel a deep personal loss in Mr. Woodlock's passing. There is no fitter way in which they can honor his memory than by pursuing more resolutely than ever the lessons they learned from him and the causes he taught them to cherish.



The South End and West Face of the New Shop, Showing General Features of Construction

Designed to Keep Diesels Running

New shop of Northern Pacific at Auburn, Wash., of modern layout and construction, provides for both running maintenance and heavy repairs under favorable conditions

FOLLOWING by a few months the inauguration of Diesel freight train operation on its main line over the Cascade mountains in the State of Washington, in the summer of 1944, in which service it is now employing nine 5,400-hp., four-unit Diesel-electric locomotives, the Northern Pacific, in October of last year, put in service one of the first modern Diesel maintenance and repair shops of its kind, located at Auburn, Wash., approximately 20 miles from Seattle, Wash. Incorporating the latest features of design, both structurally and from the standpoint of equipment maintenance, this shop is aiding materially in the efficiency and economy with which the road's newest type of power is being employed.

The Northern Pacific has 11 four-unit Diesel locomotives, two in service in the western part of North Dakota and the eastern part of Montana, a portion of which is known as the "Bad Lands," in addition to the nine in service on the Cascades. Of the latter units, seven are being used in regular freight service between Yakima and East Auburn, Wash., a distance of 141 miles, in a territory containing some of the heaviest grades

and curvature on the entire railroad, including approximately 10 miles of 2.2 per cent grade up the west slope of the Cascades to the summit, and about 5½ miles of similar grade up the east slope. Directly at the summit the line cuts through the mountains in the road's 9,834-ft. Stampede tunnel, which, incidentally, because of the gas and smoke problem which it presented to steam operation, was one of the determining factors in the decision to use Diesel power in this territory.

The other two Diesels employed on the mountain are used almost exclusively in helper service, operating between Easton, Wash., about 8½ miles east of the tunnel, and Lester, Wash., about 11 miles west of the tunnel, a total of approximately 19½ miles. None of the units is involved in long continuous runs, but all of them are being utilized intensively in a heavy-duty service, and are building up an outstanding record of freight train performance over this difficult piece of line.

The new shop is designed specifically for both the running maintenance and heavy repair of all of the road Diesels on the Northern Pacific, as well as its

Diesel switchers in the Seattle area. It is located immediately south of the main line at Auburn, near the road's steam engine terminal at that point, but is entirely independent of it, except as it employs steam for heating from the terminal boiler house, and draws on the terminal sand drying and storage facilities for Diesel sand.

The shop proper is essentially a two-part structure, lying generally in a north and south direction, the main section, housing the repair tracks and pits, being 230 ft. long by 75 ft. wide, and an adjoining section, 121 ft. long by 50 ft. wide which houses a machine shop opening directly into the main section. A third low lean-to section, about 110 ft. long and 12 ft. wide, directly in contact with the south end of the machine shop, provides for the indoor storage of wheels and trucks.

Throughout, the shop is of steel frame construction on a pile-supported concrete foundation. All exterior walls are of brick, with large panels of glass block windows, except the south wall which is taken up largely with four-section, double-hinged enginehouse doors at the track openings. The glass block con-

struction, which employs a large number of center-hung window sash for ventilation, is a feature that has been incorporated in several new shop buildings constructed on the road recently to afford the most favorable daylighting conditions.

Three Repair Tracks

The new shop has three parallel longitudinal tracks in its main repair area, on 23 and 24-ft. centers, each of which is equipped with a concrete inspection and working pit, 4 ft. wide and 4 ft. deep, well pitched for drainage and well lighted with flush-type vapor-proof side wall lights. All three tracks enter the shop at the south end, but only the most easterly track is continuous through the building, the center track being stubbed at a length of 215 ft., and the most westerly track, adjacent to the machine shop, having a length of 183 ft. The through and adjacent center track are both being used for the general inspection and maintenance of the four-unit locomotives, while the shorter track is used for two purposes—the inspection and maintenance of the shorter Diesel switchers, and the spotting of individual units of the road locomotives, from which engines, generators or other heavy parts must be removed for overhauling or heavy repairs.

To permit this latter work, the bay housing the short track is served by a 25-ton overhead P. & H. traveling crane,

equipped with a 5-ton auxiliary hoist, which can carry engine units to be repaired directly to an area set aside for this class of work, or which can load generators onto cars for shipment to the road's shop at South Tacoma for heavy repairs. The maintenance of a spare main generator and a spare auxiliary generator at the Auburn shop makes it possible to change out one of these units on any of the Diesel locomotives without holding the locomotive out of service while repairs are being made.

To provide for the operation of the overhead crane, the section of the shop housing the crane runway is higher than that on each side, affording a crane underclearance of 31 ft. to top of track rail. Over the adjacent machine shop bay the roof itself, on a light pitch, is only about 19 ft. high at the eave line, affording a truss underclearance of 16 ft.

Elevated Platforms

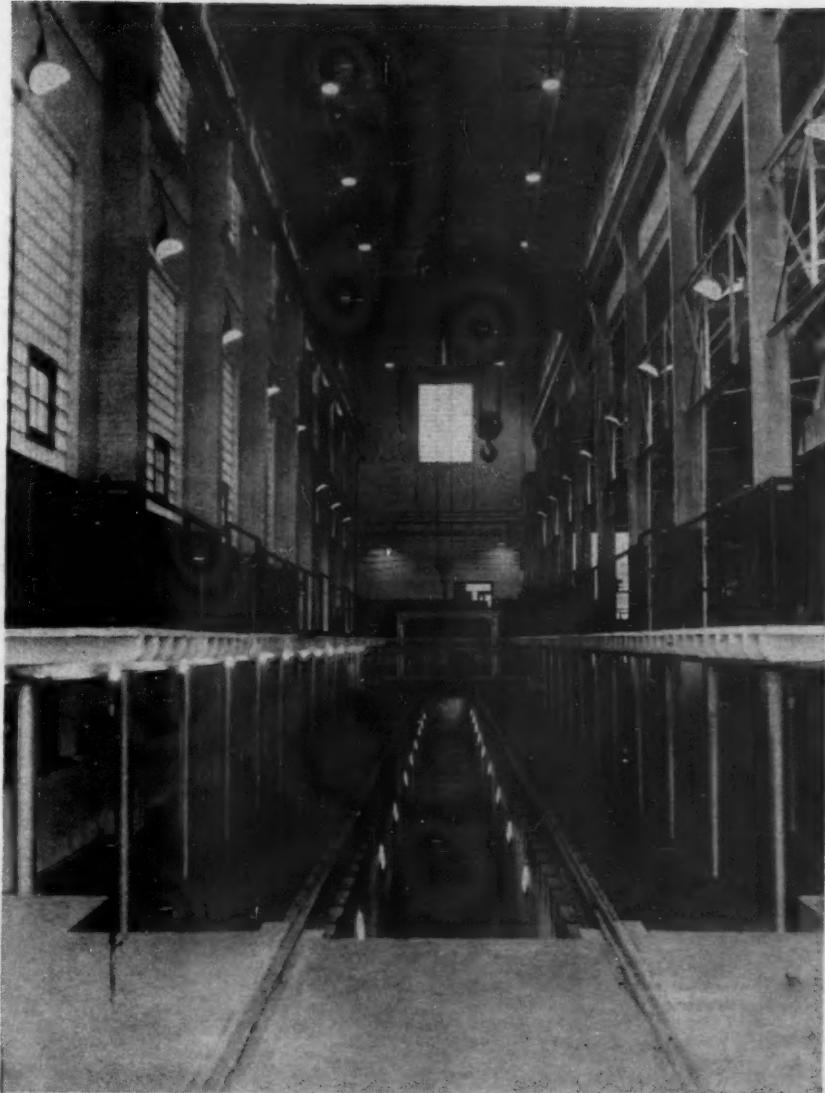
To facilitate operations within the main shop, the areas between and alongside the repair tracks have two working levels, including a depressed main floor and elevated platforms at locomotive deck level. Here, the main floor, of concrete construction like the track pits, and adequately pitched for drainage, is 30 in. below the top of track rail, an arrangement calculated to enable shopmen to work on the sides of locomotive frames, running gear and brake riggings with minimum stooping. The single exception to this arrangement in the main shop is at the innermost end of the shorter heavy repair track served by the overhead crane. Here, the floor is at track rail level; the track itself has no pit, and there are no locomotive deck-level platforms.

Elsewhere throughout the main shop the locomotive deck-level platforms, with a top height of 7 ft. above the depressed floor, and an underclearance of 6 ft. 4 $\frac{1}{2}$ in., are of steel and wood construction, with 2-in. plank decks on 3-in. by 6-in. wood joists, supported in turn on continuous rows of reclaimed 4-in. superheater tubes, capped by 4-in. by 4-in. 13-lb. H-section steel stringers. The column rows nearest each track are set back 2 ft. 6 in. from the edge of the platform, and approximately 5 ft. 6 in. from the near rail, which, in conjunction with the small diameter of the columns and a spacing of approximately 9 $\frac{1}{2}$ ft. between them, affords minimum obstruction to operations on the lower level. At the same time, the high-level platforms afford maximum convenience to shopmen working exclusively at the locomotive cab deck level, and are unobstructed, except for two movable work benches provided on the widest of the intermediate platforms. Ramps or stairs at the ends of these platforms, as well as at the ends of the depressed floor level between tracks, afford ready movement between the different levels.

Planned to permit truck and wheel changes, the shop is equipped with an



A General View Through the Shop, Showing the Two-Level and Pit Construction—Note Also Exhaust Ventilating System Installed



View Through the High, Heavy Repair Section, Equipped with a 25-Ton Traveling Crane for Handling Engines and Generators

80-ton Manning, Maxwell & Moore sectional drop table, which will permit the changing out of either complete four-wheel trucks or single pairs of wheels with their traction motors on either of the two longer repair tracks. The trucks or wheels are brought up onto the third track, from which they can be moved directly into the machine shop and exchanged for a complete truck or pair of wheels maintained at all times ready to be used for replacements.

Machine Shop

In the machine shop, machine tools have been provided for all types of repairs to the Diesel engine units themselves, as well as for turning wheels and for numerous other classes of work. In this shop, which has a creosoted wood block floor on a concrete base, the more important tools include a 52-in. wheel turning lathe, a 20-in. by 8-ft. engine lathe, a 28-in. drill press, a speed drill, a power emery wheel, an arbor press, and an electric pinion heater. These

tools are supplemented by a portable Magnaflux testing unit, a portable arc welding machine and a portable oxy-acetylene welding and cutting outfit, all of which can be moved about the shop as desired.

In addition to such Diesel locomotive wheel turning as is required, the Auburn shop is also turning engine truck and tender wheels, and it was primarily for this purpose that the low, lean-to section, served by a track, was provided in conjunction with it for wheel storage purposes. Wheels are handled up to and away from the wheel lathe on a floor-level track, extending directly from the drop pit, and are lifted to and from the lathe itself, and into and out of cars, by means of a rubber-tired crane truck, which moves about the shop and engine terminal area as required by the various operations at this point.

Other Working Areas

Other auxiliary working areas within the Diesel shop include a filter and parts

cleaning room, a parts reconditioning room, and a shop foreman's office. The first two of these areas, completely separated from each other and from the shop proper by means of brick walls, are at the elevated platform level, permitting continuous one-level movement to and from at least two of the intermediate high-level platforms between pit tracks. The foreman's office, on the other hand, is located at the normal floor level of the machine shop, at the end of this shop adjoining the parts cleaning and reconditioning rooms. This office, 14 ft. by 24 ft. in plan, is a one-story enclosure, backed up against the reconditioning room partition wall along one side, but with its face on the shop side fitted throughout its length with high panels of clear glass to permit the foreman a ready view of general shop operations. Inside, the office has a concrete floor; is painted white above the dark green dado; is equipped with office furniture and files; and has forced ceiling ventilation, steam coil heat and fluorescent lighting.

The parts and filter cleaning room, with a concrete floor, an overhead unit heater and roof-hung incandescent lights, is equipped with tanks, rinsing trays, drying ovens, etc., for the classes of work required, and has direct connection with the parts reconditioning room. In the latter room, which also has a concrete floor and unit heater heat, but overhead fluorescent lighting, the equipment includes primarily work benches and hand tools, racks for the storage of parts, and a tool locker. The main storage for Diesel parts is in the general terminal storehouse which was enlarged for this purpose. This storehouse is located several hundred feet from the shop, but is reached readily by foot or truck over newly constructed concrete driveways.

Basement Area Used

Directly beneath the parts cleaning and reconditioning rooms, in a concrete basement area, are located a toilet and washroom, equipped with a Bradley wash fountain, toilets and lockers; a room housing a water distilling unit and a 1,000-gal. wood tank for producing and storing engine cooling water; and a room housing a Gustin-Bacon lubricating oil re-refining unit and three steel oil storage tanks. The oil tanks include one of 4,000 gal. capacity for new oil, another of 4,000 gal. capacity for re-refined oil, and the third of 3,000 gal. capacity for holding worn or dirty oil.

In the lubricating oil distribution system at the shop, worn oil drawn off from the Diesel locomotives is piped in a gravity line directly back to a sump in the oil storage room, from which it is pumped into the dirty oil storage tank for subsequent reclaiming. Both new lubricating oil and re-refined oil, on the other hand, are pumped, as desired, through an overhead pipe system about the shop to a series of delivery points along each of the elevated working platforms, from which the oil reservoirs of all four units of a locomotive can be filled without moving the locomotive.

Distilled water, treated to reduce its corrosive effect, is also piped in an overhead system to a series of outlets along each of the elevated platforms, as are also compressed air, steam and ordinary cold water. The steam and raw cold water lines meet in common headers at various intervals along the platform to provide for washing operations, practically all of which, above the cab floor level, are done directly within the shop, concurrent for the most part with inspection and routine maintenance operations. In addition there are electric power lines beneath the sides of the different elevated platforms, with convenient receptacles at intervals for plugging in extension-cord circuits. The building is piped throughout with a separate fire water system, connected with the fire pump system serving the other terminal buildings. All of the piping systems in the shop employ steel pipe and have steel welded joints, except the distilled water distribution lines, which employ copper pipe and silver-flux welded joints.

Engine washing operations within the shop include the entire exterior of the unit above running board height, and the wiping down of the interiors of the cabs as required. Both of these operations require the use of relatively small quantities of water, which are readily carried off by the pit and floor drainage systems. All washing of the underframes

and running gear of the locomotives is done out in front of the shop on a timber washing platform, which is served by steam and water lines, as well as by equipment for the employment of a washing solution.

Interior Well Lighted

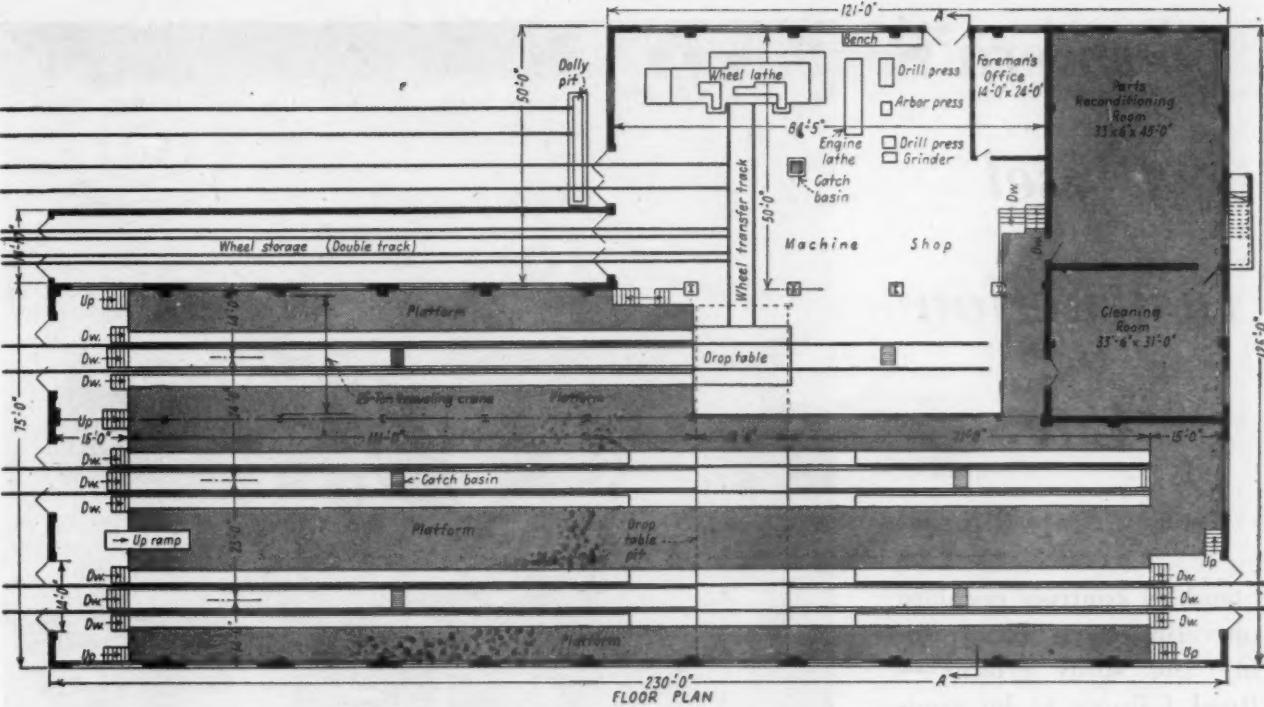
Adding to the general appearance of the shop and its illumination, the entire interior, walls and roof, above a green dado, is painted white, while all structural steel framing, including columns and roof trusses, is painted aluminum. Artificial illumination within the pit section, both above and below the elevated platforms, is by means of incandescent lights in bowl-type reflectors, many of which are of a special shape and so located as to insure the most favorable lighting conditions. In the machine shop, on the other hand, where greater intensity of lighting is required, fluorescent fixtures are used throughout. Here the lighting includes seven rows of six fixtures each, each fixture containing three 40-watt tubes—an arrangement which is calculated to produce approximately 25 foot-candles of artificial illumination at the floor level.

Ventilation within the shop proper is essentially by means of a series of roof ventilators, aided by the sections of ventilating sash in the glass block panels of the exterior walls and by such air as will be admitted with the opening of the shop doors. Another important factor in the effective ventilation provided is a system of sheet metal exhaust hoods over each of the Diesel unit positions on each of the two longer repair tracks, to collect and carry off the exhaust gases from any engines that it may be necessary to run during testing or maintenance operations. These hoods, with only a few inches clearance above the exhaust outlets on the Diesels, and long enough to intercept the gases from the multiple outlets from each unit, are all connected into an overhead duct system, equipped with a fan, which drives the exhaust gases out through the roof. In the case of the shortest of the repair tracks, set aside for switcher work and heavy repairs, the high ceiling and roof ventilators are relied upon to dissipate any free gases that may be given off from running engines, the operation of the overhead crane in this area making the provision of exhaust hoods impossible.

Primary heating of the shop is by

This View, Taken Within the Machine Shop Area Before the Shop Tools Were Installed, Shows the Effective Fluorescent Lighting Provided





General Plan of the Diesel Shop—Shaded Areas Are at an Elevated Level

means of five truss-supported, rotating-type unit heaters, shrouded to give directional heat flow—four of these heaters being located in the main shop section and one in the machine shop section. This general heating is supplemented by a fan-supplied overhead duct system along the east wall, with drops along each pilaster to the pit level, which forces heated air across the lower level of the shop—a system which can be used without heat, if desired, for general ventilating purposes. In both heating systems the steam employed is taken from the terminal boiler house, and operation is thermostatically controlled.

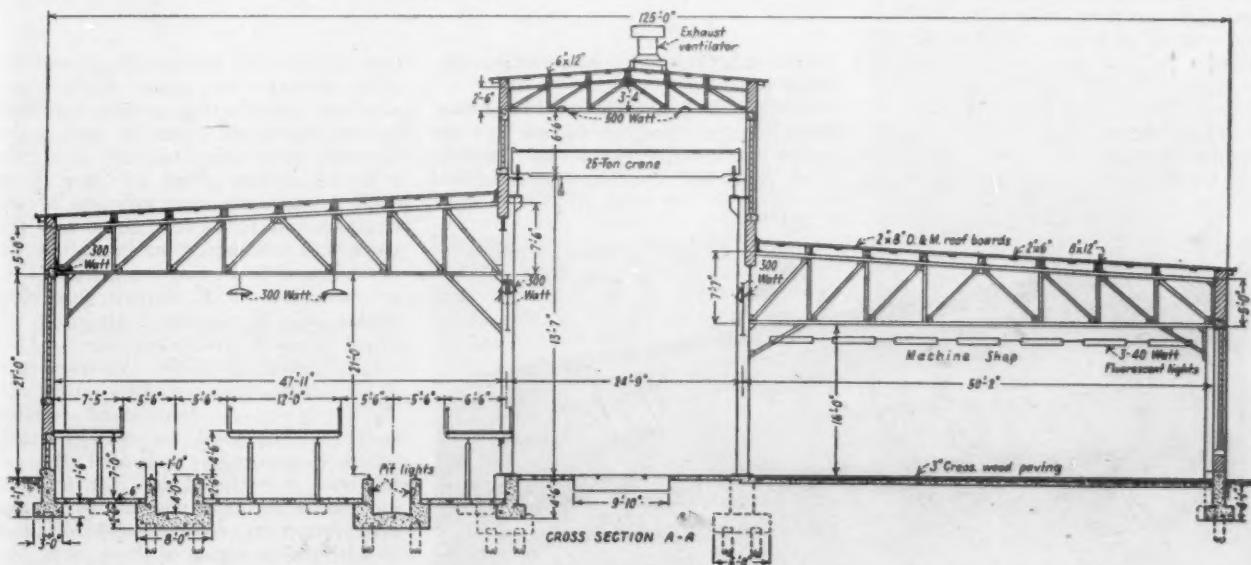
Fueling and sanding of locomotives at

the shop are carried out at special facilities located on the lead to the shop, and approximately 700 ft. south of the shop building proper. All of these facilities are company designed, and are built in part from second-hand material, the fueling facilities including essentially a 50,000-gal. oil storage tank, served by a 300-gal. per min. pump, and a series of four oil delivery columns, which permit the fueling of all four units of a locomotive with one spotting.

The sanding facilities, which make use of formally existing sand storage and drying facilities at the terminal, include two dry sand storage tanks located directly over the shop lead, each of which

is equipped with a two-way gravity delivery system. The storage tanks, which are filled as required by a pneumatic delivery system, are each mounted on a steel tower, the towers being so spaced that, in conjunction with the arrangement for delivering sand to the locomotives, all 16 sand boxes of each locomotive can be filled with only two spottings of the locomotive.

The new facilities at Auburn were designed and built through the combined efforts of the engineering, mechanical and store departments of the Northern Pacific. The construction was done under contract by the Atherton Construction Company, Seattle.



Southern's Diesel Instruction Car

Standard controls regulate operating parts for training and study groups—Road failures to be reenacted and preventive procedures outlined—Classes are held for operating and mechanical personnel

THE first of several instruction cars to be equipped for training company employees in the operation and maintenance of Diesel-electric locomotives was recently placed in service on the Western lines of the Southern. The supervisory forces in the mechanical department, including Diesel foremen, general foremen, road foremen, assistant master mechanics and master mechanics, have all been sent to La Grange, Illinois, for instruction at the school operated there by the Electro-Motive Division of General Motors. The school cars are intended primarily, therefore, to be of benefit in training operating personnel in locomotive handling and shop personnel in



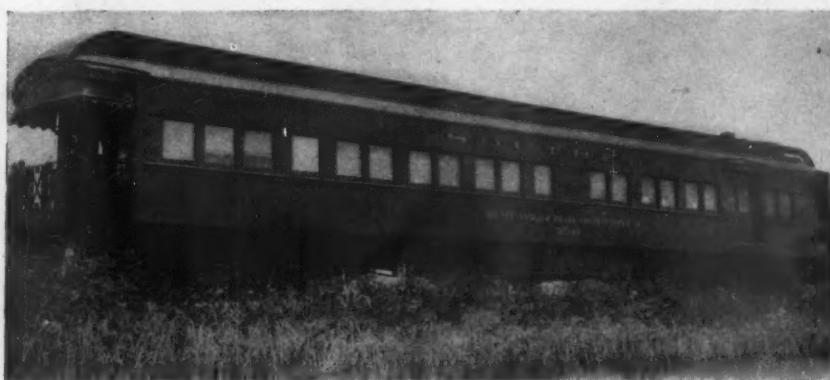
Learning a Job by Doing—Instructor Shehee Is Explaining Locomotive Controls to a Student Operator

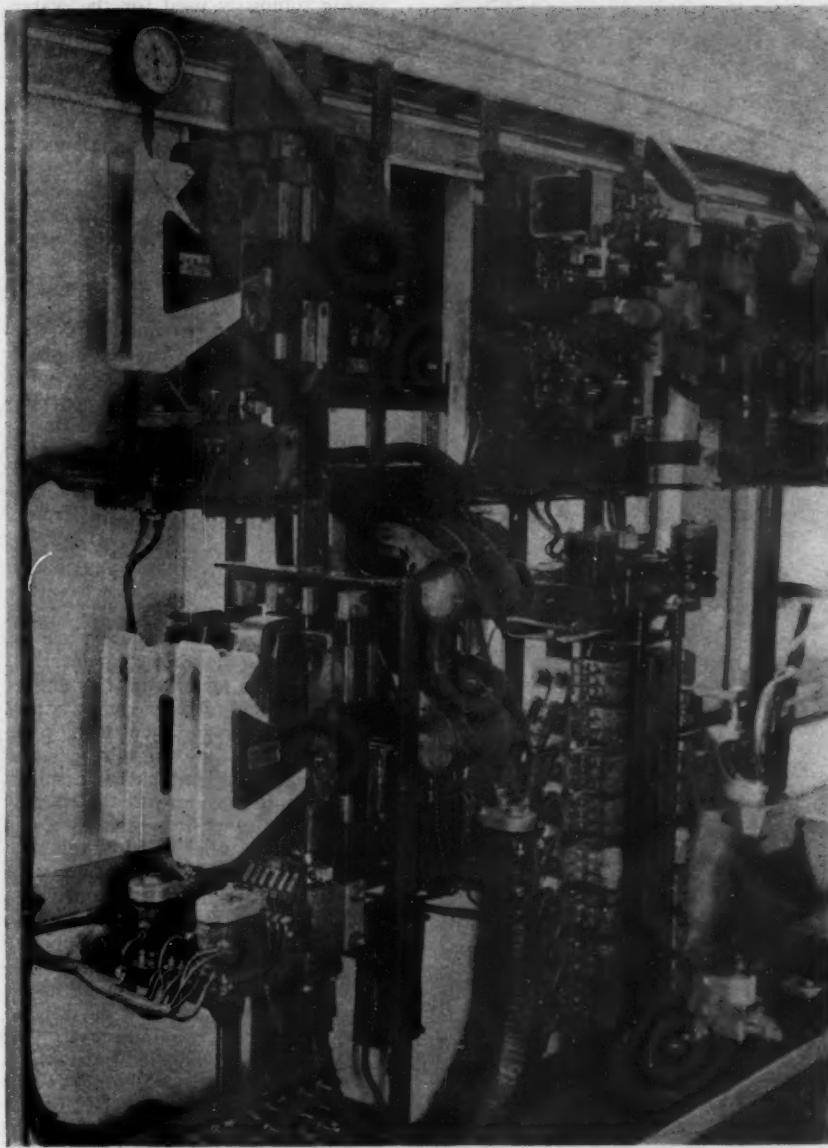
trouble-shooting and repair and maintenance procedures.

It is expected that there will be at least three of these cars, one for each of the major operating territories on the railroad. This first one was converted and

equipped at the Chattanooga shops with all of the major shop points on the Western lines contributing to its completion by the preparation of one or more of the assembly installations required. The general project was under the supervision of M. D. Stewart, superintendent of motive power for Western lines, and the work was done under the immediate supervision of G. E. Snyder, general Diesel supervisor; M. B. Barnett, chief electrician; G. W. Gardner, air-brake instructor, and E. B. Shehee, general Diesel instructor, all of the Western lines. Mr. Shehee acts as instructor on the car.

Although charts, models and sectional parts will be used for class training where their need is indicated, the car has been so equipped that instruction is carried out so far as possible with actual operating parts or operating models tied in with the operation of these parts. An example of this is in the use of scale model trucks under a model of an A unit





Electrical Equipment Is Complete and Operates from Cab Controls—Trouble Shooting Is Easily Taught

of an Electro-Motive 5,400-hp. freight locomotive which have motor-driven wheels which respond to the manipulation of the throttle at the engineer's control stand. This model unit is made to scale of $\frac{5}{8}$ in. per ft. and the body section is mounted on an air-operated piston so that it can be raised clear to permit observation of the individually motor-driven trucks.

Engineer's Position Complete

Men being trained in the operation of a Diesel locomotive can move from the instruction car into the operator's seat on a Diesel and be completely at home because, in every respect except a clear view ahead down a track, the training set-up in the car duplicates actual conditions. The trainee, seated in the operator's chair, has before him all of the engineer's controls; a complete control stand with the locomotive throttle, trans-

sition lever and reverse lever; the control push-button box with an attendant's call, a master control, the generator field button, a fuel-pump button, defroster-blower button, and buttons for the number lights, gauge lights and classification lights. All of them are operative and control their respective parts just as they do on a locomotive.

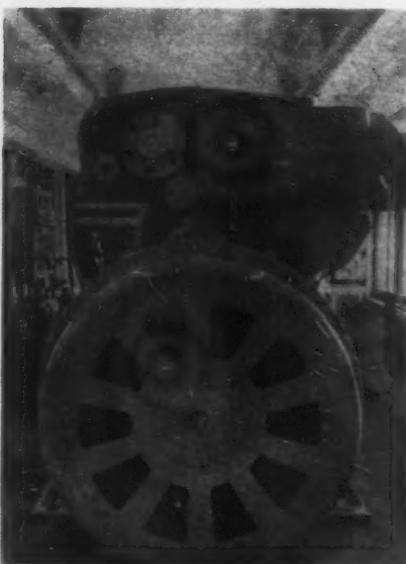
The instrument panels are complete and register properly; the transition indicator is a complete and operating unit; the pneumatic control switch, to cut off fuel supply and reduce the speed of engines when a train control, overspeed trip or deadman application occurs, is connected to the operating engine section through the control panel and functions when the operating air-brake equipment is thrown into emergency. The manual reset button, usually referred to as a PC switch, is located in the same relative position in the car as in an actual locomotive cab. A complete cab installation

of No. 8 ET brake controls is another part of the cab equipment which is correctly positioned with relation to the engineer's seat and this too is fully operative.

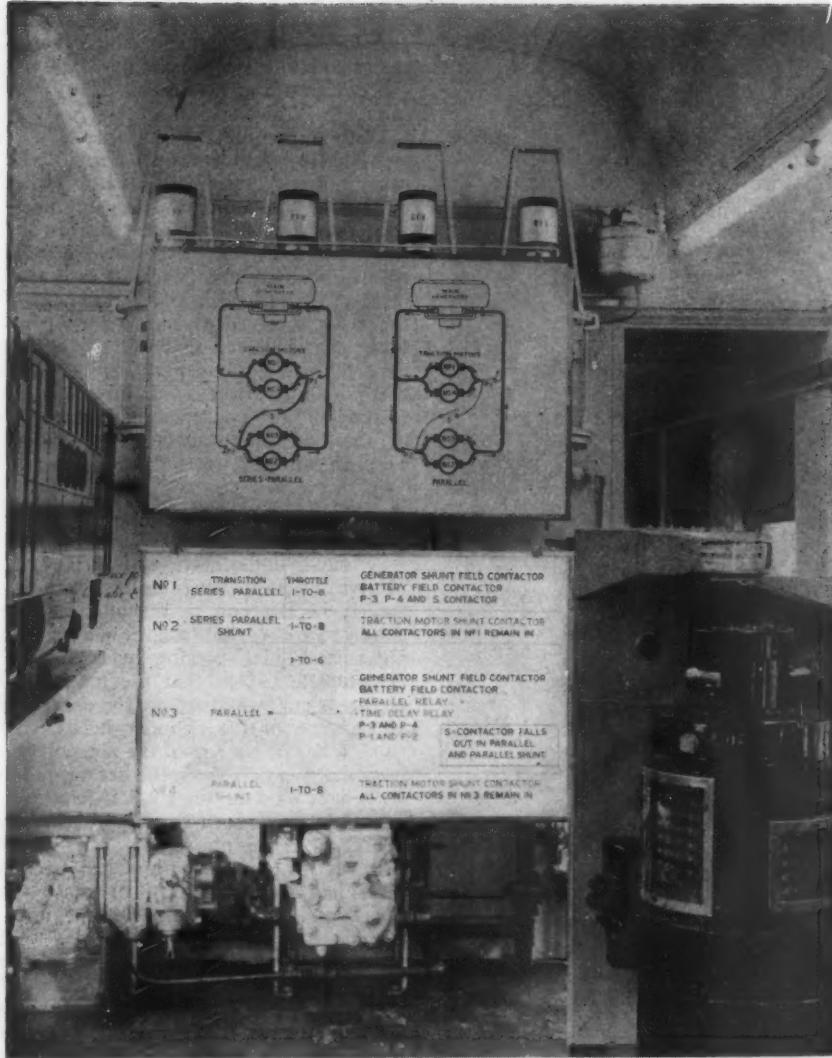
With these full sets of controls it is possible to duplicate any normal and many unusual and unexpected operating difficulties and to familiarize engineers with the functions of their controls and the limitations of their uses. Where road failures occur they will be reenacted in the instruction car for the benefit of the crew involved and all other operators. It is believed that this use of the car alone will aid greatly in reducing the possibility of road failures due to incomplete or improper understanding of the best operating practices under varying conditions.

Controls Operate Actual Parts

A four-cylinder section of an Electro-Motive 1,350-hp. engine has been installed in the car to demonstrate the action of the various engine parts. The right-hand side, showing two cylinders, is complete except that the top of the engine is cut away to show the operating appearance of the cylinder heads. On this same side the top of the housing has been cut away to show the action of the scavenger blower. On the left-hand side cutaways have been made to show the operation of the air separator, the gear train and the crankshaft. One cylinder head has been sectioned to show the operation of the valves. On the other cylinder on this side, the side wall and liner have been cut away to show piston action, the delivery of lubricating oil and the injection of the fuel oil through the injector nozzle. All of the cutaway sections are covered with sheets of clear plastic to prevent the possibility of accidents occurring by men getting parts of their bodies or clothing in contact with moving parts of the engine.



Generator End of Diesel Engine—The Cut-Away Section Shows Gears



Charts Are Used to Illustrate Class Lectures Which Are Followed by Actual Demonstrations of Operating Matters Discussed

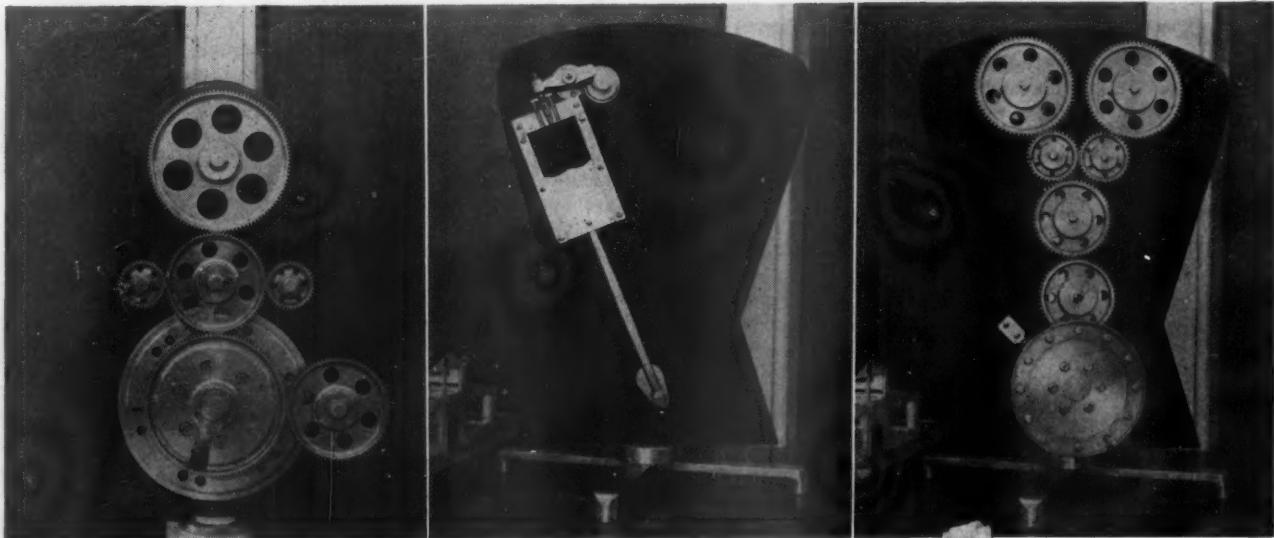
Plastic tubing is used for the water, lubricating-oil and fuel-oil lines so that their flow through the engine can be followed. An ingenious method of carrying trapped air bubbles in these various lines enables the flow to be followed readily. In addition, coloring matter has been added in all three systems which serves to identify the liquids flowing through the various pipe lines. All three liquids are recirculated by means of motor-driven pumps.

This engine section, which is complete with all gearing on both the front and rear ends, is operated from the engineer's control stand and permits explaining to operating personnel exactly what occurs within the engine in its working cycle. In addition it provides a means of familiarizing shop personnel with the various engine parts and their functions.

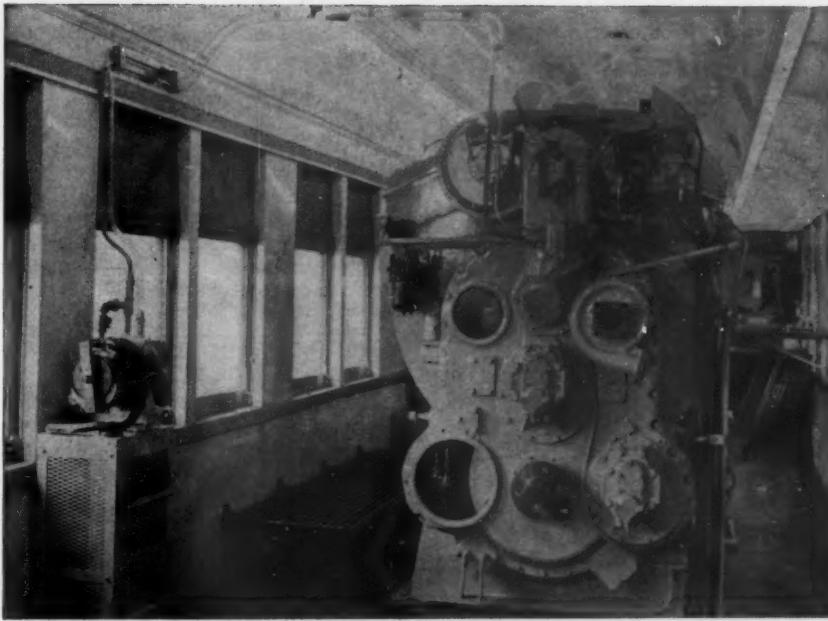
Electrical Equipment

The engine control and instrument panel, complete high and low voltage cabinets, and the distribution panel used on the 5,400-hp. freight Diesels are installed in the instruction car as nearly as possible as they appear in the engine room on a locomotive. Space limitations make it impossible for them to be positioned exactly as they are with relation to the engine in a unit but as installed they operate in response to the regular engine controls. All switches, alarm lights, fuses and other parts of the electrical system are connected and function to protect the equipment in the instruction car as they do on a locomotive.

Other equipment in use on locomotives which is duplicated in the instruction car include a complete automatic train-control installation for 32-volt operation run from a motor-generator off the 64-volt current supplied by the Diesel locomotive batteries. These batteries are kept up by a gas-engine-driven generator which has been installed in the closed-off vestibule section at one end of



Scale Models Serve as Training Aids to Supplement the Study of Actual Parts in the Full-Size Engine



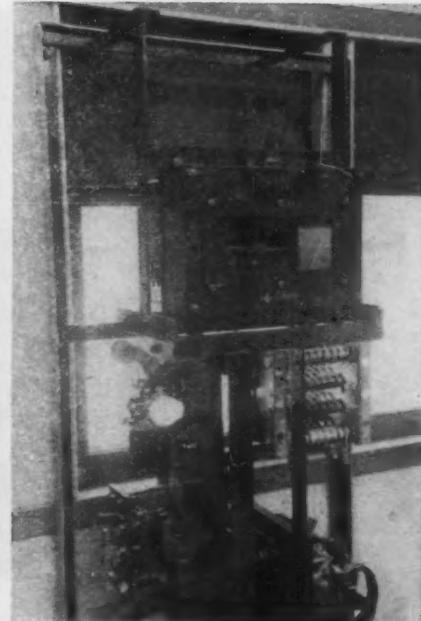
Front End of Four-Cylinder Engine Section—Parts Are Exposed for Study by the Use of Clear Plastic Cover Plates—Lubricating Oil, Water and Fuel Oil Flow Through Lines Made of Clear Plastic Tubing

the car. There is also a complete fuel-pump assembly with the fuel filter and an emergency fuel trip. Although the fuel trip actually is located beneath the cab on a locomotive it has been located in the car for instruction purposes.

The other major item of equipment which has been included in the operating exhibits in the car is a steam generator. Fuel and water tanks have been installed

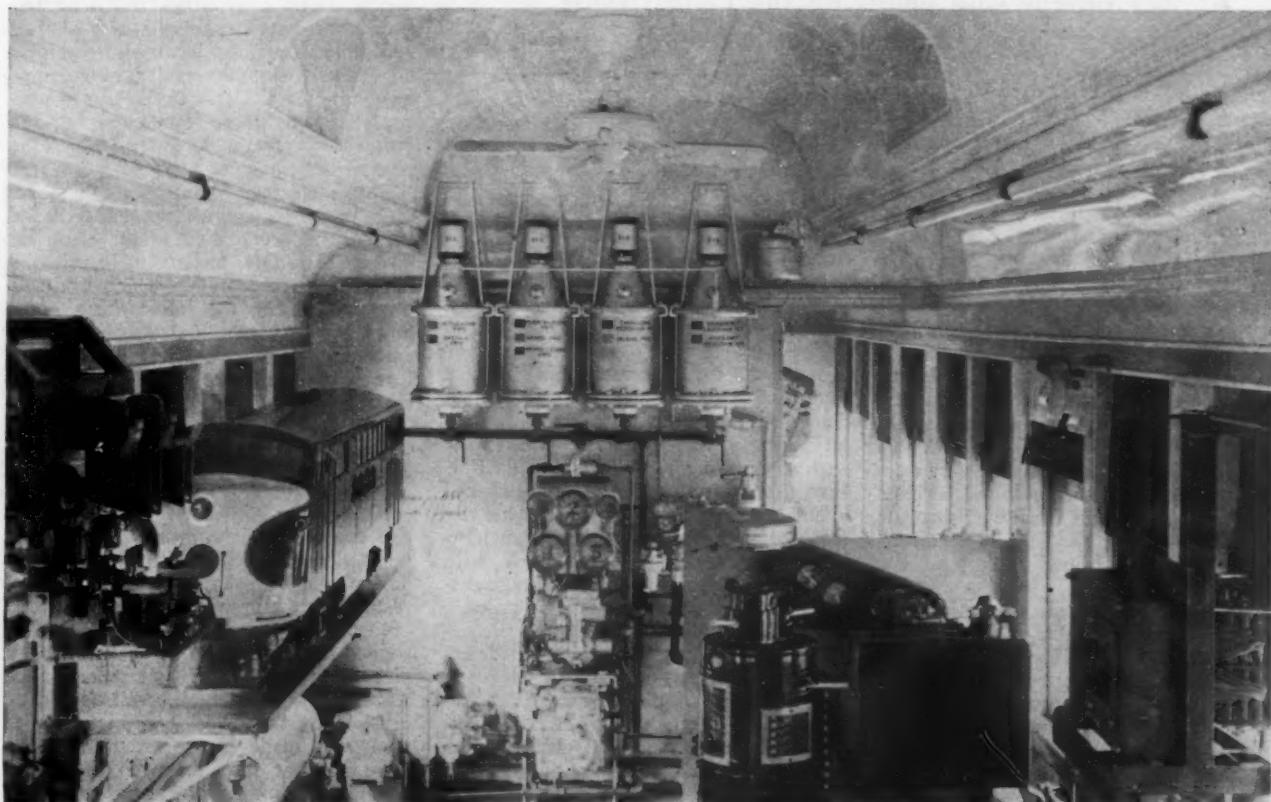
with this which permit it to be operated during class sessions.

Models of gear trains and of a cylinder showing the operation of the fuel injector nozzle and valves are the most commonly used for instruction purposes. These with diagrammatic charts are used during the lectures delivered to class groups. However, with the size of class groups limited to about twelve men, for-



The Low-Voltage Cabinet Has Been Installed to Operate as It Does on a Locomotive in Train Service

mal lecturing is held to a minimum; actual demonstrations in which class members participate actively are to be relied upon as the best means of teaching men. The car is equipped with this idea in view and every effort has been made to provide a class room for training from which men can go to actual work and feel familiar with their surroundings.





A Dragging Equipment Detector in a Main Line Track Near Malvern, Pa.

Dragging Equipment Detectors

In a five-year program, 514 sets of this improved safety device have been installed at 224 interlocking plants on the Pennsylvania

By W. R. TRIEM

General Superintendent of Telegraph
Pennsylvania Railroad, Philadelphia, Pa.

ALTHOUGH locomotives and cars are thoroughly inspected before leaving initial terminals, and at intermediate points en route, by inspection methods developed from more than a century of railroad experience, it is not possible to prevent occasional breakage of equipment on cars or engines while trains are moving over the road. As an example, a part of a brake assembly on a car truck may fail suddenly and perhaps result in other parts breaking, thus allowing a beam or bar to become disengaged and drop below the top of the rails.

On the Pennsylvania, a train with anything hanging below the top of the rails cannot go very far without being stopped by a dragging equipment detector in time to avoid trouble from striking switches or cross-overs and thus cause damage to the track, or perhaps derail the train. Foreseeing the value of this automatic safeguard to train opera-

tion, the railroad has spent over \$600,000 in developing this device and in equipping the entire main line and important branch lines under a program begun about five years ago and now 90 per cent completed. During this time, a total of 514 sets of dragging equipment detectors have been installed at 224 interlocking plants. In dense traffic areas, such as the New York-Philadelphia-Baltimore-Washington line, they are spaced about seven miles apart. In the heavily traveled, but less dense areas, such as the lines connecting Pittsburgh with Chicago and St. Louis, the average distance between installations is 18 miles.

The inception of the idea and the development of dragging equipment detectors by J. J. Graf, engineer of telegraph and telephone of the Delaware, Lackawanna & Western, and W. M. Post, signal engineer of the Pennsylvania, each working independently, was described in the *Railway Age* of November 14, 1936.

Now, the apparatus, signaling arrangements and methods of operation have been brought to such a degree of practical utility that standards have been established on the Pennsylvania where their operation has become commonplace.

Design of Detector

Continued research, development and experimentation with various materials and with arrangements of the parts preceded the adoption of the present design of the unit. Each installation consists of four gray iron castings, flat on top and tapering toward the ends, fastened to wooden blocks, all of which are bolted to the top of the same crosstie. Two of the castings, fastened to a single block in the center of the tie, protect the area between the rails, while one is fastened outside of each rail to cover an area equal to the maximum width of car trucks. The tops of the outside castings are on a level with the top of the rails; the two inside castings are $2\frac{1}{2}$ in. below the top of the rail. This arrangement provides clearance for flanges of wheels and is most effective in reducing undesired breaking of the castings between the rails by objects which might be drawn along under the trains by suction. This arrangement permits the use of one design for the four castings between and outside the rails. Immediately ahead of the castings, that is, in the direction from which traffic approaches the dragging equipment detector, there is a V-shaped malleable iron ramp located in the middle of the track to divert dragging equipment into the detector arms, and to prevent hanging parts from engaging the foundation crosstie blocking to which the castings are fastened.

Each detector casting is in the form of a metal loop, with the ends of the loops being connected to an electrical circuit. The flow of current in this circuit energizes a relay which controls the circuits for the interlocking home and distant signals, and also light indicators and audible warnings for the information of the signalman-operator at the interlocking station.

Present Standard

Experience with early types of detector arms and laboratory experiments with various alloys, with cross-section design, and with shapes of detector arms, resulted in the present standard. Instead of a solid rectangular cross section, "U"-shaped sections are used so that a broken piece of the arm, which by remote chance might land on top of the rail, would be crushed by the wheels. A nice adjustment was made in the strength of the arms so that they may be broken by dragging equipment and at the same time

will resist breakage from other causes such as ice and snow accumulated on under-parts of cars, various objects carried along by suction of the train, mischievous tampering by trespassers, etc.

Signaling Arrangements

Dragging equipment detectors are located with respect to existing signals—automatic block system, cab signal system and manual block system—so that the signaling system will function normally. When a detector arm is broken, the home signal of the interlocking ahead of the train is controlled to display the Stop aspect if the signal has been cleared by the regular interlocking lever control. At the same time the distant signal, which is immediately ahead of the train, is controlled to display the Approach rather than the Clear aspect. These changes in aspects, warn the engineman to slow down and stop. Cab signals, under these conditions, also display the usual standard aspects. This arrangement, which was found to be best after a number of experimental installations, requires the dragging equipment detectors to be placed in advance of the distant signal a distance equal to the length of the longest train, plus 1,000 ft. to allow sighting distance to the signal. Where reverse signaling is employed to permit operation of trains in either direction on one or more of several parallel tracks, dragging equipment detectors

are placed on both sides of interlockings on such tracks.

When a dragging equipment detector is operated, the engineman of the train, observing the standard signal indications, reduces speed and stops at the home signal of the interlocking in the same manner as he would if the home signal were displaying the Stop aspect for any other reason. When the train stops, the operator advises the crew that the dragging equipment detector has been actuated. The crew is then required to make a careful end-to-end inspection of the train and report to the operator when the train is in proper condition for further movement, either by repair of the hanging brake part or, if repairs cannot be made on the spot, by removal of the affected car from the train.

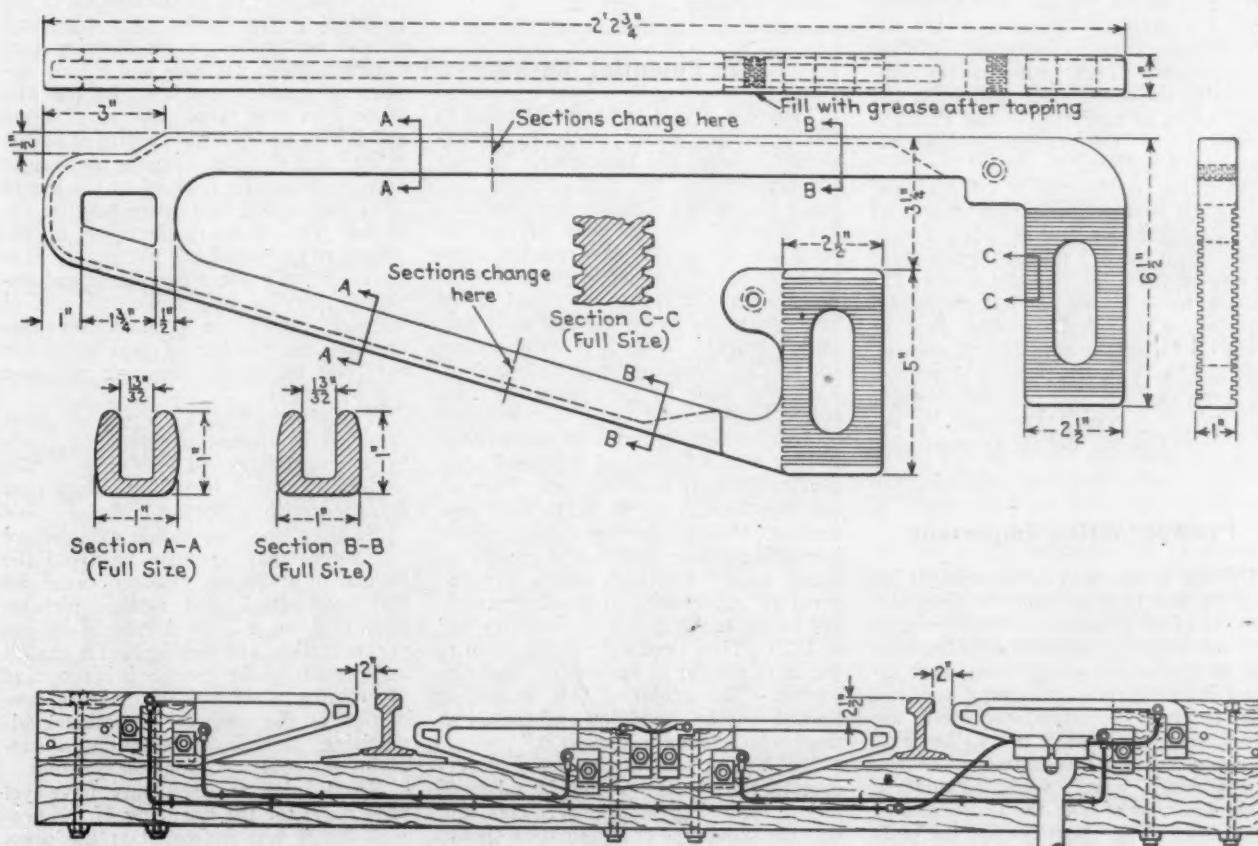
After the train has been reported in proper condition for further movement, the operator restores normal signal operations and the train is permitted to proceed. Meanwhile, the operator in cooperation with the train dispatcher arranges for restoration of the broken detector arm by the signal maintainer, and for inspection of the track by maintenance of way forces to insure that the track has not been affected by the occurrence. Depending upon circumstances, appropriate action is taken to safeguard movements of trains over the affected track, until normal conditions are restored.

The ready adaptability of sound railroad practices to new appliances is well

illustrated by this success of the Pennsylvania in devising signaling arrangements and methods of operation in the use of the detector to fit standard operational practices. The discarding of special signaling aspects tried out earlier, in favor of standard signaling, is particularly important because, while it is a truism that any specific objective may be secured by special appliances, rules and instructions, the complexity of railroad operations makes it desirable to devise methods which conform to standard practices.

Effectiveness

On the average, the detectors are actuated at infrequent intervals. There is no doubt, however, that when equipment does drag, the devices unfailingly screen out the locomotive or car affected, before damage can be done to the train or switches. It should also be noted that there have also been cases where detector arms have been broken when no cause could be discovered, or when a harmlessly dragging broken generator belt engaged the detector device. However, the unnecessary stopping of trains and incidental delays have been accepted in the interest of safeguarding the movements of trains. The freedom from serious derailments within interlockings assured by the use of dragging equipment detectors has proved their worth and fully justified the research and development work that made them possible.



Drawings Showing a Profile View of Detector Assembly and Details of a Detector Arm

Private Interests Make Bid for Pullman

Group of financiers and business leaders petition the court for permission to purchase sleeping car services

ON May 12, 1945, Pullman Incorporated, which had been ordered by the federal court at Philadelphia on April 20, 1943, to separate its sleeping car services from its manufacturing business, made a proposal to the railroads as a group to purchase the sleeping car business. No action on this proposal has been taken by the railroads. Meanwhile a group of private interests, feeling that this is the time from a strategic business standpoint to rehabilitate thoroughly and reorganize the sleeping car services—in order to be better prepared to meet the threatened spirited competition from other types of carriers and to greatly expand passenger travel facilities—has been studying the possibility of purchasing these sleeping car facilities.

As a result Otis & Co., investment bankers of Cleveland, Ohio, with which Robert R. Young, chairman of the Chesapeake & Ohio, Allan P. Kirby, president of the Alleghany Corporation, and others are associated, on August 27, 1945, filed in the federal court in Philadelphia a proposal to purchase the entire sleeping car facilities of Pullman Incorporated. This group offers substantially the same price and upon the same terms as tendered by the Pullman Company to the railroads—approximately \$75 million.

At a press conference in Philadelphia, where the first public announcement of this proposal was made, Mr. Young broke down the \$75 million figure thus: \$5 million for shops, laundries, etc.; \$15 million for working capital, including supplies; \$20 million for the fleet of 6,250 heavy-weight cars, which average over 25 years in age; and \$35 million for approximately 600 new light-weight cars, most of which are used by the New York Central and the Pennsylvania Railroads.

Prompt Action Important

Prompt action was recommended; indeed, it was inferred that the time element is of so great consequence in getting the work started on the modernization of equipment and services, that instead of losing time bargaining over the price it would be better to accede to the terms, since the cost is not so large as to cause an over-capitalization of the new services, which would be adverse to the interests of both the railroads and the public. The attorneys for the petitioner are Thurman Arnold and Arne C. Wiprud; the former was in charge of

the anti-trust bureau of the Department of Justice when the Pullman anti-trust suit was initiated and the latter was formerly associated with the Department of Justice.

The brief to the court assured the continuance of existing contracts with the railroads without interruption of service and with full protection to the employees; it asserted that the rehabilitation and expansion of the Pullman services can be made a strategic factor in the conversion of a war into a peace economy; it stated that the heavy-weight sleeping cars are obsolete and must be completely replaced with modern light-weight equipment at a cost in excess of half a billion dollars. It also pointed out that the managements of other transport media are far advanced with their plans for new equipment and facilities and new methods of serving the public; and emphasized the pressing need for the immediate establishment of a going concern to formulate and finance plans for a new, unified sleeping car service.

Large Potential Market

"There is a vast untouched market in rail passenger travel ready to be exploited," stated the petitioner. "It was not exploited in the past because railroads considered the passenger business unprofitable. Its cost was beyond the reach of the great mass market composed of persons of moderate means. It was the automobile industry that seized the opportunity to exploit that mass passenger market. Indeed, it went further and reached even the low-income groups. This was done by an aggressive sales policy implemented by a vast network of independent agencies in every community whose livelihood depended upon developing their local markets. This active distribution system led to mass production. Mass production in turn created increasingly luxurious cars at greatly reduced costs. Railroads today have as great an opportunity to develop passenger travel as the motor car industry had in 1920. They need only reach down to the mass market of persons of moderate income. The extent of this market is limited only by the vision and energy of those who attempt to exploit it."

Mr. Young said in the press conference that advantage should be taken of recent technological improvements and that the same type of imagination should be utilized which inspired the automobile people to develop low priced cars, to be

replaced at frequent intervals. He suggested that instead of an average life of more than 25 years for sleeping-car equipment, the turnover should be four times as great, or cars should be replaced at seven-year intervals to take advantage of new technological developments and changing travel conditions.

This, it was felt, will be necessary to compete with the revolutionary development of other forms of transportation, and particularly that by air.

The statement to the court pointed out that a modern fleet of light-weight sleeping cars is imperatively needed to replace the old equipment; greater speed than is possible with present designs is called for, and the railroads must organize their services in such a manner as to encourage transcontinental travel and provide the traveling public with new types of luxury equipment and service. Low cost sleeping car equipment must be furnished to meet price competition. It was stated that through line sleeping car service is a modern essential; breaking the transcontinental journeys at the Chicago, St. Louis and New Orleans gateways is now a serious handicap in competing with the airways. It made no specific suggestions, however, as to how this might be accomplished.

One section of the brief was devoted to emphasizing the qualifications of Otis & Co. and the Young-Kirby group for carrying out the undertaking.

Modernization of Services

In discussing the modernization of the facilities it was noted that the dead weight per passenger on sleeping cars varies between $2\frac{1}{2}$ tons and 8 tons, depending upon occupancy. In the airplane it is now three-quarters of a ton and it may be reduced to half that figure. It was said that the sleeping car weight may be materially reduced by the use of light metals and that space may be enlarged with a sharp decrease in the weight to be hauled per passenger. It is believed that modern equipment and improved service will make the use of sleeping cars more popular, thus increasing the number of passengers per car, and materially lowering the cost per passenger.

It is proposed, also, to provide other types of equipment to meet the needs in an expanding and changing market for luxury travel, including lounge cars equipped with a library and radio and radio telephone; recreation cars, where passengers may exercise to avoid the fatigue of traveling, children cared for and entertained, and motion pictures shown; these will be developed by experimentation and research. To exploit and popularize the services it is proposed to organize a network of agencies, promotion of the services by national advertising, and experimentation in supplying the equipment for new demands.

No definite arrangements have yet been made for the financing of the project, but it was intimated at the press conference that it would be done by the banks.

Where Is Transportation Leadership?

With all the talk about the resourcefulness of private enterprise, the suppliers and buyers of transportation are scrapping among themselves and looking to polities to intervene and resolve their difficulties for them

THE law and public policy have long recognized that fair competition and coordination are essential to adequate, sound, economical national transportation—but more has been done to defeat than to promote these objectives with the result that a stalemate has prevailed. It took a world war to prevent general bankruptcy in transportation.

With everybody straining to the utmost today to handle the unprecedented business which has developed, largely due to the war, the inclination is to forget that this prosperity in transportation is only temporary.

The best proof that this prosperity is only temporary is that railroad stocks have not recovered to a point where such securities could be sold to obtain the necessary funds for modernizing and otherwise improving fixed railroad property to enable this essential part of our economic life to keep pace with other technological developments and changes in distribution practices. The railroad bonds that have attained such

By L. F. ORR*

high prices recently are not "new money," but represent refunding by a debtor who is rapidly paying off his indebtedness. What the market would think of railroad bonds if their volume were expanding instead of contracting would be the real test of carrier credit.

If we are to avert disaster in transportation, regulatory authority and management must establish and observe a sound, permanent policy of fair competition and coordination that will assure the general public and investors that they are making the transportation industry a sound and permanently profitable business. Investors will not put up money for permanent improvements in an industry when the degree of competition to which it is going to be subjected from the public treasury is undefined. Nothing short of an explicit formula as to what controls will be gen-

erally and permanently agreed to upon expenditures for airports, waterways and long-haul highways—and what specific proportion of these costs will be paid by users—will be sufficient to restore public confidence in the transportation industry, especially in the railroads which the public still needs and will have, either under private management and financing, or failing in this, at the expense of the taxpayers.

No good purpose would be served to indict government and management for the failures of the past but we believe a review of these failures will contribute materially to a better understanding of our transportation problems and emphasize the necessity for sound, constructive action.

Both carriers and shippers have, at times, been rather free in their criticism of the treatment of transportation problems by government agencies and legislators. That such treatment has been chaotic and unrealistic cannot be questioned, but that government has done any worse than merely reflect the chaotic opinion of the transportation business and its customers may be doubted. Nobody in the transportation industry or among its patrons wants this business to fall into government ownership and operation—but leadership is pretty scanty on the private enterprise side of the fence in seeing transportation questions from the standpoint of the welfare of the nation as a whole and in recognizing that its main duty is the revival and perpetuation of confident free enterprise in this business. There are effective spokesmen for the railroads, for the air lines, for motor transportation, and for sectional interests in comparative rates—but not many of these spokesmen realize that the over-all problem is greater than any one of its parts.

The nation would still have a grave transportation problem if any one of the particularistic and one-sided programs of the conflicting interests were adopted to the exclusion of all others; and no one-sided program is going to be generally adopted, for the simple reason that none of the contenders is politically strong enough to triumph com-

* Mr. Orr heads the traffic department of the Pet Milk Company. He is chairman of the highway transportation committee and of the transportation accounts committee of the National Industrial Traffic League, and a member of its directorate as well as of several other of its committees. He occupies posts of corresponding responsibility in the National Council of Private Truck Operators, and is special counsel on transportation matters for the Commonwealth of Kentucky. In this article he speaks only for himself and not for any of the organizations with which he is connected.

Shipper Statesmanship

The large buyers of transportation are showing a heartening and growing interest in the economic health of the service they purchase—and not too soon. The time was when the typical shipper concerned himself only to make a quick record of "low cost" (as *low price* is usually misnamed) haulage for his own product or locality; and did not fret at any degree of wasteful duplication of service, government aid, or political pressure which promised to yield him such momentary advantage.

Some shippers still take this short-range view of their self-interest. But the long-pull thinkers are seeing more and more clearly that *low-cost* (not just low-price) transportation cannot in the long run be provided by an industry that political pressure and subsidies have distorted into inevitable wastefulness. They are realizing that a sectional or community advantage achieved through political means tends to vanish as similar favors are spread to other sections and products. They fear the growing socialization of transportation, foreseeing the fix the shipper will be in when there is only one supplier of transportation—the government.

From this healthy uneasiness among shippers there is developing in some of them a willingness and an ability to see, perhaps more clearly than anyone else, the overriding national interest in the restoration of economically sanitary conditions in the transportation industry. Constructive articles setting forth this developing viewpoint have been published recently in these pages—by E. A. Jack of the Aluminum Company (December 2, 1944, issue) and by Charles W. Braden of the National Distillers Products Corporation (May 19, 1945, issue), and here is another from one more leader among the buyers of transportation. These authors don't all see eye-to-eye as to the road to be taken to the goal they want to reach, but they agree on the goal itself, and they also have many thoughts in common as to how *not* to cause transportation to prosper and improve.

The hospitality of these pages is earnestly extended to other active leaders of the shipping fraternity who have constructive advice to offer on how to restore transportation as a self-confident, self-respecting, self-supporting, non-political enterprise, with a future ahead of it which will revive private financing and put an end to the creeping paralysis of socialization.—*The Editor.*

pletely over the field. And thus the stalemate continues, and will continue until the contenders begin to see that none of them will have a selfish interest left to fight for unless they are willing to make the concessions necessary to preserve the transportation business for private capitalism. If they don't stop quarreling and try to reach a live-and-let-live compromise which will accord reasonably with economic facts, one of these days they will find that they are fighting over a dead horse.

The Government's Attitude

There is no meeting of minds in government as to what constitutes competitive practice and sound coordination. Neither government nor management have advanced a practical plan to further these objectives.

Railroads' Attitude

The railroads have asked—but are doing little or nothing to support the demand—that they be permitted to engage in other forms of transportation on the same terms that others are given such authority—that is that the present practice be abandoned of singling them out as railroads and denying them the opportunity to engage in these other forms of transportation or giving them that right only under severe limitations not imposed on others who operate such services.

They continue to maintain their historic rate-making methods providing an "umbrella" under which trucks, water carriers, and airlines can pick and choose "cream" traffic. This outmoded and unrealistic theory—followed in modified form for self-interest purposes by competing forms of transport—also deprives the public, in a large measure, of the inherent economies of other forms of transportation, creates an uneconomic surplus of transportation and a public distrust of management, because the public fears that if the railroads were given the right they seek, they would probably dominate the entire transportation industry, and the public would be deprived of specialized and personalized services or have them severely curtailed and get an increase in present competition-compelled rates.

The railroads do not have a well-rounded, well-known and economically defensible theory which specifically provides what user charges should be for public-owned facilities used by airlines, trucks and water carriers and what limitations, such as sizes and weights of motor vehicles, should be; and which explains how these facilities should be financed and paid for in order to insure that airway, highway and waterway users will pay fair compensation for their use of public property. Instead, they make sweeping, generalized and undocumented contentions about the subsidies enjoyed by their rivals and content themselves as a practical matter with a program of declining effectiveness in behalf of whatever restrictive

measures against their competitors are politically feasible from state to state and from locality to locality.

Is the so-called Breed-Older-Downs theory of charges for the commercial use of the highways the official railroad attitude on this question? If so, then why is no nationwide effort made to educate the public in its acceptance? Do the Kentucky restrictions on the sizes and weights of motor vehicles embody the country-wide railroad policy on this question? If so, then why is it that actual effort to secure legislative adoption and retention of such restrictions is limited to jurisdictions where political conditions seem favorable? The writer, personally, believes that the Breed-Older-Downs theory and the Kentucky restrictions represent an extremist position—but that point is not being argued here. What we do maintain is that the railroads are not making a sincere and wholehearted effort to promote general popular understanding of the economic principles of highway finance, or soundly engineered standards for highway and motor vehicle construction and operation, but are merely seizing an opportunity wherever circumstances are favorable to put whatever limitations they can on their rivals.

There is not one standard of justice for Kentucky and another for Nevada and still another for New Jersey on these questions. If this question is ever going to be resolved, the railroads will need a policy which will be acceptable to the reasonable element of the highway interests—and the railroads should be as willing to forego limitations which are more severe than this standard calls for as they are to insist upon a tightening up in those states more liberal to the trucks than this standard prescribes.

In addition, some responsible railroad spokesmen have strongly hinted from time to time that they believe shippers should be deprived of the right to move their own goods in their own vehicles. These spokesmen do not seem to realize that there is a very small amount of owner-goods moved in owner-vehicles in competition with for-hire transportation, and that if such operation is a menace, it is only a menace to their outmoded freight rate structure which provides an "umbrella" that for-hire trucks and water carriers use to pick and choose "cream" traffic and profitably handle twice as much traffic as they would be able to handle under an economically sound, competitive rate structure that reflects the inherent economies of each form of transportation. Besides, this theory of regulation is diametrically opposed to the railroads' proposal that they be permitted to provide all kinds of transportation.

They thus seek economic freedom for themselves but some of their spokesmen suggest it denied to others. As a matter of fact, transportation of owner-goods in their own vehicles is not a menace to sound, adequate, economical national transportation because the opportunity the for-hire carrier has to gather return loadings that is not open

to the owner goods operator, gives the for-hire operator so much heavier average loadings and lower costs, that the shipper cannot afford to operate his own vehicles except to maintain specialized services which the for-hire operator cannot provide. It is only when the for-hire carrier attempts to charge unjustifiably high rates that the private truck becomes a threat to his traffic. Also, the railroads persistently refuse to make joint rates with other forms of transportation which are economically essential for coordinated service in many areas.

What is needed here is for the railroads to give the public a blueprint of their intentions which is sufficiently definite and assuring to convince the public that the railroads expect to employ in the public interest the rights they seek and not to destroy competition, unduly increase transportation charges or retard progress in transportation development.

For-Hire Truckers' Attitude

The for-hire motor carriers insist upon the right to pick and choose "cream" traffic. They want an exclusive franchise to operate their form of transport and insist that other forms of transport who want to give truck service should be compelled to employ existing certificated trucking companies or forego the opportunity of giving the public a complete service. Apparently they fear that the railroads seek to obtain a monopoly in transportation and say that this would not be in the public interest, but, at the same time, they themselves urge that they be given a monopoly in truck transportation without even attempting to prove that the near-monopolistic position they enjoy in truck transportation is in the public interest.

They urge that the railroads be compelled to make rates sufficiently high to enable them to participate in the traffic they choose to handle. Some of them have urged that shippers should be deprived of the right to haul their own goods in their own equipment when it is obvious that they seek this right primarily to extend their near-to-exclusive for-hire trucking franchise for the purpose of maintaining the railroad rate structure which they have adopted—with the modifications and minimums better to suit their purpose—because it enables them to pick and choose "cream" traffic and operate far beyond their sound economic radius.

They deny that they are being subsidized by the government as claimed by the railroads, state that they are willing to pay fair compensation for their use of the public property, and object to the enormous diversion of highway imposts to general governmental purposes.

They contend that trucks pay their way despite the fact that there is a considerable unjustifiable difference in fees levied on trucks from state to state; and hence, that if trucks pay their way on the average, it certainly follows that in many states trucks pay their way and

in other states they pay more than they should. Besides, an interstate truck can domicile in a low-fee state, and with reciprocity, escape considerable of its tax responsibility.

Not all differences in license fees and gasoline taxes are inequitable—many of them are justified by differences in traffic consist and density and highway construction and maintenance costs, but we question whether, as a rule, these variations were fixed by any sound economic standard. It may reasonably be assumed in the states where large amounts of highway revenues are being diverted to general purposes that the commercial motor vehicles along with other highway users are probably paying more than their fair proportionate part of the cost of constructing and maintaining the highways. Then there is the assumption which takes into consideration total imposts, which of course includes diversions, that commercial vehicles on the average pay their way. Granting that these assumptions are correct, it would seem to follow, by a comparison of state license fees, gasoline taxes, traffic volume and consist and highway construction and maintenance costs by states, that there are states where commercial vehicles do not pay their way.

We should be concerned here only with the question of whether inter-city for-hire and private trucks and for-hire buses which compete with the railroads are each paying their fair proportion—and no more—of the cost of constructing and maintaining the highways and streets they use than they are due to pay. No defensible formula has been devised to determine this, nor is there enough information available to enable anyone to reach a fair decision on this question.

What is needed is a comprehensive, exhaustive survey and appraisal to determine a fair standard of compensation which each class of railroad-competitive commercial motor vehicles should pay for their use of the highways.

The for-hire freight carriers insist that the license fee should be the same on all trucks, notwithstanding that the loadings average much heavier on the for-hire truck and it travels three times the distance traveled by the farm and other shipper-owned motor vehicle.

They complain justly of indiscriminate “diversion” of motor vehicle fees to non-highway purposes in some states, without signifying a willingness that motor transportation should pay fair compensation for its use of public property wherever it is used.

They complain of the failure of some states to grant full license “reciprocity” to out-of-state trucks without admitting that it is as unjust for a state to have to maintain roads free of charge to out-of-staters as it would be for a state to charge as much to occasional visitors as it does to those who use its roads every day in the year. Here again, the truckers seem to be following no economic principle of what payments for road use ought to be, but only the principle that they should pay no more than

politically necessary. They use such arguments as the economic usefulness of trucks to agriculture and various other interests in the community as self-justification against any suspicion of subsidy which may linger in the public mind after they have denied that they are subsidized, without apparently considering that such justification for subsidization can be used in favor of socialized housing, socialized manufacturing, socialized distribution and, for that matter, socialized truck operation. The fact that an economic service benefits somebody is not a sound argument for paying for that service, even in small part, by general taxation. Once the slightest concession to that theory is made, the door is opened by logical process to the complete socialization of our whole economy.

The for-hire carriers likewise fail to give adequate consideration to the fact that the public still requires railroad transportation and will continue to demand and get it, even if it has to be paid for at taxpayers' expense. Foresighted highway interests who do not want to have Uncle Sam as a competitor, should consider the advantage to them of establishing a policy which would enable other forms of transportation once more to finance adequate improvements to fixed plant from private capital sources—which apparently they will never be able to do again until there is some better assurance than politics gives at present on the probable future magnitude of airway, highway and waterway transportation development.

Water Carriers' Attitude

The water carriers want an exclusive franchise to operate their form of transportation and object to any other form of transport engaging in water transportation, and insist upon maintaining rates arbitrarily at a lower level than railroads rates. They object to paying a fair toll for the use of the waterways based upon the cost of providing and maintaining improvements thereon.

They, together with the government and some shippers, insist upon maintaining water competition at public expense and forget that this subsidization of water transportation can be used as an argument in favor of national socialization of all industry, including their own industry. Like the motor carriers, they also fail to give adequate consideration to the fact that the public still requires railroad transportation and will continue to demand and get it, even if such service has to be paid for at taxpayers' expense.

They should also consider the advantage to them of establishing an economically sound policy which will maintain fair competition and enable these other forms of transport to be provided for from private capital sources.

Airlines' Attitude

The airlines want an exclusive franchise to operate their form of transport

and object to any other form of transport engaging in air transportation. They object to paying fair rental or user charges for public property used by them, and employ such arguments as the “public interest” and “maintenance of competition” as self-justification for the subsidy they enjoy, not realizing that their argument can be used in favor of socialism, including the socialization of their own industry. They also fail to give adequate consideration to the fact that the public still requires other transportation service and will demand and get it, even if such service has to be paid for by the taxpayers. Those who do not want the government as a competitor should consider the advantage of establishing a sound policy which will enable the railroads to finance adequate improvements with private capital, which is not probable, so long as this wholesale subsidization continues.

Shippers' Attitude

Shippers are divided between those manufacturing and distributing industries who utilize all forms of transport and favor carrier-competitive rates based on cost, with the right to haul their own goods in their own equipment, and heavy industries who largely depend upon the railroads and want the principle of the present maximum rate structure maintained because they feel that rates based on present-day competitive conditions will cause them to pay a larger proportion of the cost of maintaining an adequate system of national transportation. Many of these industries and some distributors also advocate that shippers should be deprived of the right to transport their own goods in their own vehicles, either because such operation threatens this outmoded rate structure, or threatens their method of distribution.

They are also divided on the question of government subsidy. Generally speaking, they express willingness to pay fair compensation for the use of the highways, but shipper-users of waterways, generally, object to paying fair compensation for waterway improvements.

As a general rule, they object to the enormous diversion of highway imposts for general governmental purposes but usually fail to question whether the states having lower user charges for commercial motor vehicles collect sufficient revenue from them to pay for their use of public property. The shippers have better justification for their claim that they pay their way on the public highways than the for-hire carriers have for their claim that they pay their way because private trucks use only one-third as much mileage per vehicle as for-hire trucks and are not as heavily loaded, on the average, as for-hire vehicles. With the license fees usually the same, the private truck pays a greater amount, relatively, for its use of the highways, than for the for-hire truck.

The shippers who use airway and

waterway transport generally, who support the for-hire carriers' position with respect to subsidization, overlook the fact that they are also encouraging socialization of industry by their action.

Passengers' Attitude

The average passenger demands comfort, luxury and speed within his means to pay and apparently does not care whether it comes from privately operated and financed transport, with the cost partially absorbed by other traffic, or partially at government expense which he will pay as a part of his general taxes. He does not seem to realize that by his action, he, too, is encouraging national socialization of transportation and other essential industry which will be operated in considerable part at taxpayers' expense. If subsidy is eliminated and fair competition and sound coordination are established, the transportation industry's problem with respect to passenger business will be narrowed to the question of how best to attract passenger travel in competition with private automobiles.

Recommendations

It is apparent that if we are to avoid national socialization of our transporta-

tion industry—which cannot but lead to socialization of industry generally—we must develop and enforce a system of fair but free competition; and sound coordination of transportation facilities. This means that we must all take a much broader view of the problem and not be influenced mainly by our own short-term gains.

Any form of transportation should be permitted to operate any other form of transportation to the extent necessary to enable it to give a more complete service and substitute another form of transportation where the substitution results in total economy and does not unduly restrain competition.

All forms of transportation should make joint rates with each other in preference to establishing duplicate service wherever such joint action results in total economy and better service to the public. The freight rate structure of each form of transportation should be overhauled and recast sufficiently to best suit present-day conditions and to provide for meeting fair competition from other forms of transportation.

No form of transportation or other industry should use public property without paying a fair charge for its use, based upon the construction and main-

tenance costs and the extent to which they make use of the facility. (We have suggested highway costs should be apportioned among the various classes of users. Somewhat similar procedure should be followed with respect to publicly-owned airway and waterway facilities.)

A sound public policy and public relations program should be established by all forms of transportation to tell the public the good things about transportation; refrain from advocating or supporting measures which unduly restrict other forms of transportation and only advocate such measures as they would consider to be wholly fair and tolerable to them if they were in their competitors' shoes.

Regulation should exist only for the purpose of protecting the public against unreasonable rates and unjust discrimination; establishing and enforcing a system of fair play among carriers; and insuring that an adequate, sound, economical system of national transportation will be maintained. If these objectives are effected, transportation investment will again be attractive to the public; and the industry will develop along sound lines and prosper over the long term. Otherwise, the outlook is not encouraging.

A Railroader's Biography of a Great Soldier

"First With the Most" Forrest, by Robert Selph Henry. Published by the Bobbs-Merrill Company, Indianapolis and New York. 558 pages. 6 in. by 8½ in. Bound in cloth. Price \$4.

Here is the latest production by the well-known historian and railroader who, as assistant to the president of the A. A. R. has headed up the nation-wide public relations program of the railroads since 1934. The work is in logical succession to previous histories by Col. Henry—"Story of the Confederacy," and "Story of the Reconstruction"—which are considered the definitive and standard one-volume studies in their field.

Considered as a piece of writing, this biography of Forrest is in tune with its subject—attractive, full of vitality, intensely practical and knowing. These qualities are the result of good writing and careful selection of material; an admiration for Forrest; the ability to give Forrest's tactics and accomplishments significance for our day; wide research; and a personal knowledge of the terrain of Forrest's campaign gained by extensive travel and observation.

Unremitting labor is the price of history of this caliber. That such a work should be the issue of moments of "leisure" left after a demanding official responsibility in the railroad business has been well met, is sufficient commentary on the versatility and industry of its author.

The famous dictum which titles the book—the author is certain that Forrest never said "fustest" nor "mostest"—sums up the

man as a military leader. He gave attention first to mobility—then to supply. Although he lacked formal education, military or otherwise, and was but a private when the war between the states was loosed, Forrest undoubtedly contributed as much to the art of warfare as did any officer in that conflict.

His greatest innovation was the long-distance cavalry raid, deep into enemy-held territory, to strike at remote bases and lines of communication and supplies, a tactic later copied by the Federals. He transformed the cavalry from a purely reconnaissance-scouting-skirmishing party, which withdrew to the safety of the flanks when serious fighting began, to a kind of "infantry on horseback." When the going was the dirtiest, Forrest's Rangers waded in. A general, seeing such a fray, asked, "What infantry is that?" "Forrest's cavalry, sir," came the reply.

In the fall of 1863, in a reorganization of the western armies, Forrest was stripped of his old command and ordered to find men to build a new force as best he could. With a nucleus of old cavalrymen, he passed a cordon of Federal garrisons into western Tennessee and part of Kentucky to round up scattered bands of deserters, paroles and "little companies of from ten to thirty men willing to fight but unwilling to go far from home or into the infantry service," and, without aid in personnel replacements or in supplies with which to equip them, built up a full Department, including all cavalry commands in western Tennessee and northern Mississippi. "From material which, in ordinary hands, would have been almost

impossibly difficult, Forrest was forging an army—an army which, within little more than a fortnight after his order of reorganization and less than six weeks after most of it had come out of West Tennessee, unarmed, unorganized, untrained and not more than half-willing, was to be called upon to meet the test of invasion by a trained, disciplined, well-equipped and confident force of more than double its numbers." This latter enemy force was a well-seasoned group, twice the size of Forrest's under General Sooy Smith who tried in vain to move southeast from Memphis in support of Sherman's infantry. Of the meeting, General Grant wrote later: "It was entirely in Forrest's favor." Smith, incidentally, later became a railroad engineer, and is credited with the construction of the world's first all-steel railroad bridge.*

Amphibious Operations

For a short while, Forrest even operated a navy. Johnsonville, on the Tennessee river, had been built by the Federals as a transfer point between river boats and railroad cars of supplies to support Sherman on his "march to the sea." It was a big supply base, with docks, yards, warehouses and powerful hoisting machinery. While moving against this point, Forrest chanced to capture a number of Union gunboats, with which, after but one day of "training" and repairs, his cavalrymen turned sailors and successfully attacked Johnsonville by

* See *Railway Age*, February 17, 1945, page 343.

water, causing the Federal commander to effect its complete destruction under a "scorched earth" policy.

The tall cavalry leader was not only versatile, but a shrewd and canny trickster. On several occasions he paraded small forces back and forth, with "alarums and excursions," to give a timid enemy an impression of great strength which he did not, in fact, possess. Railroad men will enjoy reading about the earliest of his stratagems. In the first year of the war Kentucky was neutral and courted by both sides. While moving south along the Louisville & Nashville in the process of recruiting men for his first command, Forrest neared Nolin's Station accompanied by a party of Rangers just mustered into his service, together with a large company of friends and relatives accompanying them to the rendezvous point. "Informed that two strong companies of Union 'Home Guards' were waiting . . . farther south to dispute his passage, Forrest drew up his little company in sight of the railroad tracks at Nolin's, extended its short ranks with the accompanying friends and relatives of its members, broke out a Confederate flag over them, ostentatiously paraded the whole group for passengers on a southbound passenger train to see, and let the report of his seeming strength precede him down the line to discourage and disperse the gathering opposition."

Lifting Supplies from the Enemy

Although Forrest believed in "getting there with the most," he almost never received, through channels, the supplies he needed. Therefore, he took his supplies from the enemy, a method of procurement which served the double purpose of strengthening him while weakening the enemy. Although the Confederacy made manful efforts to create the industrial capacity which it lacked—it recruited large numbers of female workers for the first time, for example, paid high bonuses for high production and converted railroad shops to ordnance foundries—the flow of supplies to the front was most inadequate.

The problem of getting about the country with the speed necessary to achieve surprise and harassment, Forrest solved with characteristic ingenuity. Once, in the course of a surprise march on Memphis, he encountered a sixty-foot-wide creek with a strong current and too deep to ford: "Whereupon . . . he turned his cavalrymen into bridge-building engineer troops. The raw materials of his bridge were trees of the forest used for the supports of his suspension span; the wild grapevines festooning the trees cut down and woven together to form the suspension cables; a small flatboat found at the crossing, used for a float or pontoon to support the center of the span where it hung lowest, and two bundles of poles, tied together with grapevines, placed as pontoons on either side of the flatboat; and finally the plank floors taken up from the ginhouses for miles about and brought in on the shoulders of the cavalrymen to form the floor of this remarkable span—homemade, using the materials of nature which came to hand, and completed by willing workers in an hour."

Forrest's forces did not often move other

than on horseback, and, as has been said, they procured most of their supplies from the enemy. But when opportunity came to use railroads, Forrest used them—often in strange ways. When railroads had been severed by enemy action and their locomotives immobilized, he devised a means of hauling in supplies over the sections by handcars, to which mules were attached, "the beginning perhaps of what came to be known as the 'system of mule trains' on the railroads in northern Mississippi." In the hurried evacuation of Nashville, Forrest saved hundreds of sick and wounded soldiers by shipping them out in box cars. He could have saved many more from capture if the available rolling stock had not been used to carry out civilians and their household goods in the early days of the panic and never returned.

Once he moved his supplies and guns and unmounted forces by rail from Verona, Miss., to Cherokee Station via the Mobile & Ohio to Corinth and the disused Memphis & Charleston beyond. "The rail movement . . . was made in five freight trains loaded inside and out. Stops were frequent, where bridges and trestles had to be repaired or cuts to be cleared of their accumulation of earth, logs and rubbish, or while the soldiers cut wood from the way-side for the locomotives, or brought water in buckets from nearby streams for their thirsty boilers."

Interruption of the enemy supply line is a traditional function of cavalry. Commanders on both sides complained, however, that it could not be relied upon to get down and do the hard work necessary to wreck a railroad thoroughly. Sherman wrote that "Cavalry usually do so little damage to a road that it can be repaired faster than they damage it."

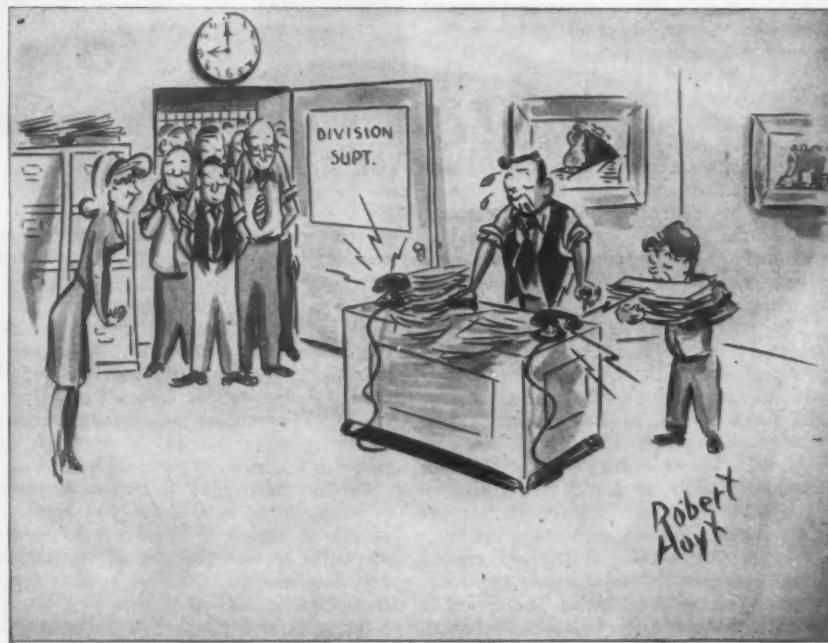
But Forrest's handiwork was different.

To re-open a "Forrest-ized" railroad "took new bridges, new rail and a deal of time." Forrest put the Nashville & Decatur out of commission for more than six weeks, thus neutralizing a link in Sherman's supply line. To an alternative link—the Nashville & Chattanooga—he gave even worse treatment, although it was bristling with block houses constructed especially to protect the railroad from raids.

The end of the war found General Forrest—a millionaire at its beginning—broken in resources and health. Nevertheless he went immediately to work to rebuild the South. He won the respect of the North for his courage and charm and even entered politics on a national scale. In 1868 he turned to railroad building and organized the Selma, Marion & Memphis to take over separate short lines and build new track which could ultimately give Memphis a new line to the seaboard. The road was never built as projected—though segments became part of the Southern and 'Frisco systems—and brought only "labor, vexation, litigation and finally financial disaster" to Forrest. Three years after its bankruptcy, he died, at the age of 56.

These few incidents serve only to mark the breadth and interest of Railroad-Historian Henry's book on the great Confederate general. Men in transportation will find its numerous strategic maps fascinating. More than any other thing, they show to what extent battles were fought in relation to railroad lines of communication. The author is careful, also, to sketch out the reason for each military operation in relation to the transportation network. The various roads therein are well-described and identified and a special table at the rear sets forth the existing railroads of which the old roads cited now form a part.

—CAPTAIN WILLIAM H. SCHMIDT, T. C.



Thanksgiving Came Earlier Than Usual This Year

GENERAL NEWS

Parkes New N. A. M. Public Relations V-P

Southern's assistant to pres.
heads revamped set-up
for manufacturers

The National Association of Manufacturers has revised its public relations organization and has named Holcombe Parkes, heretofore assistant to president of the Southern Railway, to head the new department, with the title of vice-president. His headquarters will be in New York and he enters on his new duties on September 1. As announced in the "Railway Officers" columns in this issue, Mr. Parkes' post on the Southern has been assigned to Bernard E. Young, heretofore executive assistant.

The N. A. M.'s reorganization of its dealing with public relations places the responsibility for formulating a basic public relations policy upon the new vice-president—subject to the approval of a public relations policy committee with the following membership: C. M. Chester, chairman of executive committee, General Foods Corporation; Cloud Wampler, president, Carrier Corporation; W. D. Fuller, president, Curtis Publishing Company; J. Howard Pew, president, Sun Oil Company; and John Holmes, president, Swift & Co. It will be the further duty of the vice-president to see that the many aspects of this policy are adequately reflected in all N. A. M. activities; and to develop and carry into effect, with the approval of the above-named committee, a complete public relations program for the association.

It may be noted that the position accorded public relations in this revision squares with the most advanced industrial organization practice and puts the N. A. M. in the forefront of organizations which recognize that public relations enter into all transactions and can be assured of adequate treatment only if the plan of organization provides machinery whereby public relations considerations can be brought to bear on all activities.

The public relations vice-president will report to the N. A. M.'s executive vice-president and, with him, will have contact with the association's executive committee and directorate, as well as with the public relations policy committee.

Mr. Parkes was born into a Pullman Company family at Mt. Vernon, Ill., on March 14, 1896, and was educated at the University of Illinois. He began his business career by working during and between school sessions for both railroads and newspapers. During World War I he served in the French Army and was later a lieutenant, infantry, in the United States Army. Between services in the two armies he was

wire editor of the Associated Press at Chicago, and bureau manager at Green Bay, Wis.

From 1919 to 1923 he was associate editor of the *Railway Age*, Chicago, being employed at the same time in publicity and public relations work for the Association of Railway Executives.

In April, 1923, he joined the staff of the Norfolk & Western to establish and edit the Norfolk & Western Magazine at Roanoke, Va. In 1928 he also organized and was appointed manager of the railroad's advertising-publicity department, continuing for the following eight years in the triple role of magazine editor, advertising manager and publicity director.

In January, 1936, his services were loaned to the Association of American Railroads



Holcombe Parkes

to act in an advisory capacity on development of the Association's public relations program.

Mr. Parkes was subsequently granted a leave of absence from the Norfolk & Western to become associate director of public relations of the Association at Washington, D. C., continuing his connection with the N. & W. as an advisor on the activities formerly under his jurisdiction on that railroad.

On November 15, 1941, he was appointed assistant to the president of the Southern, with headquarters in Washington. Shortly thereafter he was also elected secretary of the Southeastern President's Conference, continuing in both positions until his appointment, on September 1, 1945, as vice-president of the National Association of Manufacturers.

Harrison Assays Post-War Outlook

Clerks head desrcies need for
rr. "gamble" on future
traffic prospects

George M. Harrison, president of the Brotherhood of Railway Clerks, has presented additional views on the railways' post-war prospects, supplementing those reported in the *Railway Age* of July 7, page 9, which were written for the July issue of "Railway Clerk." His further observations will appear in the September "Railway Clerk." In an advance release of this article, sent to *Railway Age* by Mr. Harrison, he expressed himself, in part, as follows:

"In my first article I pointed out that the railroads were in a unique position with respect to reconversion in that, unlike many war industries, the war has simply imposed upon the railroads the task of producing more of the same thing they ordinarily produce, namely, transportation, and they'll go right ahead performing the same service.

"But the problem confronting the railroads is not as simple as that. The war has put a severe strain on railway transportation, taxing to the utmost the energy and resourcefulness of workers, management and the railway plant itself. Long hours of exacting work done under terrific pressure has taken its toll of man-power just as the enormous amount of traffic has taken its toll of equipment and roadway. And at a time when the demands of war made it impossible to renew or even adequately maintain the physical plant. This is true notwithstanding that the railroads in 1944 spent more money to purchase materials, supplies and fuel than in any year but one in their history; and expended more for new equipment, for improvement to equipment in service, for additions and improvements to roadway and structures than in any year since 1930. They would have spent more had it not been for critical shortages in both labor and materials.

"The railroads experienced some easing of the material situation in 1944, as compared with the restricted fulfillment of the 1943 program, the Association of American Railroads points out in a review of last year's railway operations, although 1944 deliveries still remained somewhat less than requests. In new equipment and rails the 1944 program called for 2,600,000 tons of steel rail while deliveries amounted to 1,900,000. Twelve hundred locomotives were ordered and 1,011 were delivered. Of the 50,000 new freight cars programmed for 1944 only 34,432 were put into service. Quoting Col. J. Monroe Johnson, Director of the Office of Defense Transportation,

Railway Age in a recent issue said that his records indicate that the new materials and equipment obtained by the railroads since 1941 falls short of basic requirements by 185,000 freight cars and by correspondingly large deficits in locomotives, passenger-train cars and rail.

"The freight car situation is critical. According to the American Railway Car Institute 539,000 or approximately 31 per cent of freight cars owned by Class I railroads are more than 25 years old. An additional 17 per cent range from 21 to 25 years old. There are also critical shortages of crossties, lumber, rail, track fastenings and accessories. As for buildings, especially those housing clerks, they have long been a disgrace and an indictment of the efficiency of railway management, who seem to be blissfully ignorant of the economics of good physical working conditions.

"This is but a thumb-nail sketch of the huge rehabilitation job now facing the railroads. But that isn't all. Not only must the wear and tear of plant and equipment be replaced and renewed; the airplane, the motor car and a faster and more extensive system of public highways demands innovations in railroading if the railroads expect to hold their own in the competitive struggle, to say nothing about recapturing traffic which they lost during the last two decades, as a result largely of their lack of initiative. Not only must passenger travel be made speedier and more inviting, the movement and delivery of freight must be greatly accelerated too. The increase in speed of freight trains during the last two decades has been spectacular, but freight still doesn't move fast enough from where it originates to its ultimate destination.

"Will railroad managements, in anticipation of perhaps an unprecedented volume of traffic in the post-war period, spend the millions that it will cost to repair and renew plant and equipment pretty badly used up during the war? Or will they 'wait and see' if we are going to have a peace-time boom? Will they spend the millions that it will cost to do a complete job of 'streamlining' the entire railway plant in order to compete successfully with air and highway and waterway transportation? Or will they go around with their chins down as they did once before, thinking of the days when they enjoyed a monopoly of transportation, and let their competitors get the jump on them.

"There are encouraging signs that railroad managements are calculating on good business in the post-war period and are planning to improve rail transportation with a view not only of holding their place in the competitive struggle, but improving it. It is significant, I think, that the first great war plant to be sold by the government went to a manufacturer of the most modern railway equipment.

"In their task of rehabilitating and modernizing the railway system the interests responsible for the undertaking should have the encouragement of the public and the government, for the part which the railways have taken in this global war has shown how important they are to the very preservation of civilization. The country can't afford to have their efficiency impaired.

"The spending of the money to rehabilitate and renew the railway plant in anticipation of a post-war business boom—or more properly a continuation of production

U. M. W. on Railroads

A United Mine Workers spokesman told the New York newspapers on August 29 that his organization had secured as members 65 per cent of the train service employees on the Long Island and expected to be able to oust the B. of R. T. as bargaining agent for these employees. He said further that the U. M. W. expected to branch out in an effort to organize all employees on all railroads.

on a high level for the pursuits of peace—is a gamble. But I believe that it is a greater gamble to 'wait and see' what's going to happen. Automobile manufacturers aren't waiting, refrigerator and radio manufacturers aren't waiting any more than they have to under wartime restrictions. They are 'raring' to go—and go all out.

"The danger of widespread unemployment during the reconversion period, and its consequent interference with the economic forces that are certainly at work to bring about full employment requires the full cooperation of all groups. That is why labor is urging Congress to make plans to provide such volume of federal investment and expenditures as may be needed to assure high levels of employment, to raise minimum wages, to increase mass purchasing power, and to liberalize unemployment insurance benefits to preserve in part at least the purchasing power of the workers who will almost inevitably suffer at least temporary unemployment."

B. & O. Orders Radio-Telephone for New Castle, Pa., Yard

An order for radio telephone equipment, believed to be the first from any railroad for equipment of very-high frequency, has been placed with the Bendix Radio division of the Bendix Aviation Corporation, by the Baltimore & Ohio for use in its yard at New Castle, Pa. It is expected the installation will be ready by October 1, and will facilitate the operation of the freight classification yard at that point.

The B. & O. first tested low-frequency radio-telephone equipment in 1928, and in July of last year, as previously reported in the *Railway Age*, the railroad, in co-operation with Bendix, made its first test of high-frequency radio telephone equipment in its Baltimore terminals. At that time, A. S. Hunt, now chief engineer of communications and signals, reported the test was so satisfactory he expected to arrange for a permanent installation as soon as war conditions permitted.

The equipment to be installed at New Castle will consist of a fixed radio transmitter and receiver, and of mobile transmitter receiving units installed on switching engines, and will have three main control points so the yard office may be in constant radio communication with the crews in charge of engines switching the trains. This, it is said, will not only expedite switching under normal conditions, but will also be of special value when the weather is adverse and hand signals are not easily visible. The transmitters will broadcast under specific wave length in

the 156-162 megacycle range under license issued by the Federal Communications Commission.

It is expected the installation at New Castle may further prove the practicability of radio-telephone for railroad use, and that gradually it will be expanded for use on moving trains in main-line service.

Freight Car Loading

Loadings of revenue freight for the week ended August 25 totaled 853,426 cars, the Association of American Railroads announced on August 30. This was an increase of 200,594 cars, or 30.7 per cent, above the preceding week, which included the V-J holidays, a decrease of 51,445 cars, or 5.7 per cent, below the corresponding week last year, and a decrease of 50,631 cars, or 5.6 per cent, below the comparable 1943 week.

Loading of revenue freight for the week ended August 18 totaled 652,832 cars, and the summary for that week, as compiled by the Car Service Division, A. A. R. follows:

Revenue Freight Car Loading

	For the Week	Ended Saturday, August 18	
District	1945	1944	1943
Eastern	114,292	157,808	169,232
Allegheny	131,675	192,940	195,758
Pocahontas	32,581	55,715	55,269
Southern	94,968	121,485	117,829
Northwestern	110,953	141,551	147,431
Central Western	110,735	140,213	132,347
Southwestern	57,628	76,911	73,474
Total Western Districts	279,316	358,675	353,252
Total All Roads	652,832	886,623	891,340
Commodities			
Grain and grain products	53,897	49,913	56,116
Live stock	14,184	16,436	16,314
Coal	90,003	172,810	176,490
Coke	11,547	14,214	14,521
Forest products	37,416	50,202	48,174
Ore	62,917	79,695	88,784
Merchandise l.c.l.	90,506	106,524	101,114
Miscellaneous	292,362	396,829	389,827
August 18	652,832	886,623	891,340
August 11	870,007	895,181	887,164
August 4	863,910	889,594	872,133
July 28	886,271	909,490	883,525
July 21	882,383	902,092	883,838
Cumulative Total, 33 Weeks	27,026,960	27,416,429	26,437,342

In Canada.—Carloadings for the week ended August 18 totaled 60,683 as compared with 68,628 for the previous week and 69,660 for the corresponding period last year (the main factor in this decrease being the holiday, V-J day), according to the compilation of the Dominion Bureau of Statistics.

Totals in Canada:	Total Cars Loaded	Total Cars Rec'd from Connections
August 18, 1945	60,683	31,773
August 19, 1944	69,660	37,032
Cumulative Totals in Canada:		
August 18, 1945	2,253,018	1,200,425
August 19, 1944	2,288,685	1,272,085

123 Erie and N. Y. C. Dining Car Employees Seized by F. B. I.

Making 123 arrests simultaneously in New York, Newark (N. J.), Buffalo (N. Y.), and Chicago, the Federal Bureau of Investigation on August 23 broke up an alleged dining car "racket" which in the past year is said to have preyed upon servicemen and civilians, and to have cost the Erie and New York Central railroads more than \$100,000. Similar to the irregularities practiced on the Union Pacific in 1944, as reported in the *Railway Age* of December 2

and 30, 1944, pages 858 and 1009, dining car stewards, waiters, cooks, and even "basket men" on the two Eastern railroads have, it is charged, through manipulation of food and liquor checks, netted as much as \$600 on a single passenger run.

The F. B. I., cooperating with railroad officers, obtained their evidence first-hand, with some of the agents working as stewards in car crews on several trains, including the N. Y. C.'s "Ohio State Limited" and "The Knickerbocker." So successful were some of the investigators that they were "cut in" on the "profits."

The methods of alleged manipulation included such devices as taking food orders orally and collecting in the same manner; leaving blank food order checks on the table, but failing to supply a pencil; and presenting used food checks to diners who had chosen identical meals. Those unfamiliar with dining car routine, such as elderly persons, were overcharged unknowingly, servicemen on government meal tickets were charged for meat courses and served salads, or lower priced dishes, and in some instances bread "fillers" were added to meat dishes. "Basket men" selling sandwiches in the coaches were found to be using juices provided by the dining car kitchen, the report continued.

755th Awarded Meritorious Service Unit Plaque

All members of the Norfolk & Western-sponsored 755th Railway Shop Battalion are entitled to wear a gold wreath insignia on the lower right sleeve of their service coats for the Meritorious Service Unit Plaque recently awarded their outfit. The battalion, commanded by Lt. Col. Miles G. Stevens, of Somerset, Ky., former employee of the Southern, received its citation "for

superior performance of duty in difficult tasks and for the attainment and maintenance of a high standard of discipline," according to Headquarters, E. T. O.

It was observed further that the 755th had performed in "an outstanding manner" in the operation of a heavy repair shop, "and was credited with being responsible for the return of an unusually large number of locomotives and cars to service despite the limited facilities with which the unit was required to work."

Federal Seizure Averts I. C. Firemen's Strike

A last-minute order of President Truman for federal seizure of the Illinois Central averted a strike on August 23 of firemen and hostlers of that road when officers of the Brotherhood of Locomotive Firemen & Enginemen announced they would not call a strike "against the government." W. F. Kirk, western railway director of the Office of Defense Transportation at Chicago, was appointed federal manager of the railroad by J. Monroe Johnson, director of the O. D. T.

Although the order of Mr. Johnson gave Mr. Kirk unlimited power, it was expected that, with officers of the Illinois Central cooperating in every way possible, the taking over will be no more than a "token" seizure. Meanwhile Wayne A. Johnston, president of the Illinois Central, declared that the threatened strike was the outgrowth of an "inter-union affair." He said in part:

"We are deeply grieved that the issuance of the strike order may have given the impression that there is any conflict of opinion separating the men from management on the Illinois Central. In this case the difference of opinion exists solely between two brotherhood organizations." Mr. Johnston was referring to a statement made

by President Truman in which the latter, after declaring that a stoppage in the railroad industry at this time is "unthinkable," said:

"The strike was called by the Brotherhood of Locomotive Firemen & Enginemen over a controversy concerning promotion rules in their working agreement with the Illinois Central system, and involved a dispute as to jurisdiction with the Brotherhood of Locomotive Engineers."

President Truman's executive order taking over the property was issued after failure of the eleventh-hour mediation effort made in Washington on August 23 under the sponsorship of John W. Snyder, director of War Mobilization and Reconversion. Involved in that effort was the emergency board which made the July 24 report that was rejected by the B. of L. F. & E. Members of the board were: Huston Thompson, Washington, D. C., attorney; Colonel Grady Lewis, also of Washington; and Curtis G. Shake, former justice of the Supreme Court of Indiana.

The President's seizure order stipulated that the "war effort" would be "unduly impeded and delayed" by any interruption of I. C. operations. In assigning the road to the director of O. D. T., the order provided that it would be managed and operated "under the terms and conditions of employment in effect at the time possession is taken." And possession is to be terminated by the O. D. T. director when he determines that it is no longer necessary to carry out the purposes of the order.

The President delegated to the O. D. T. director the functions, powers, and duties vested in the Secretary of War under that part of section 1 of the Act of August 29, 1916, which empowers the President, through the Secretary of War, to assume control of transportation systems "in time

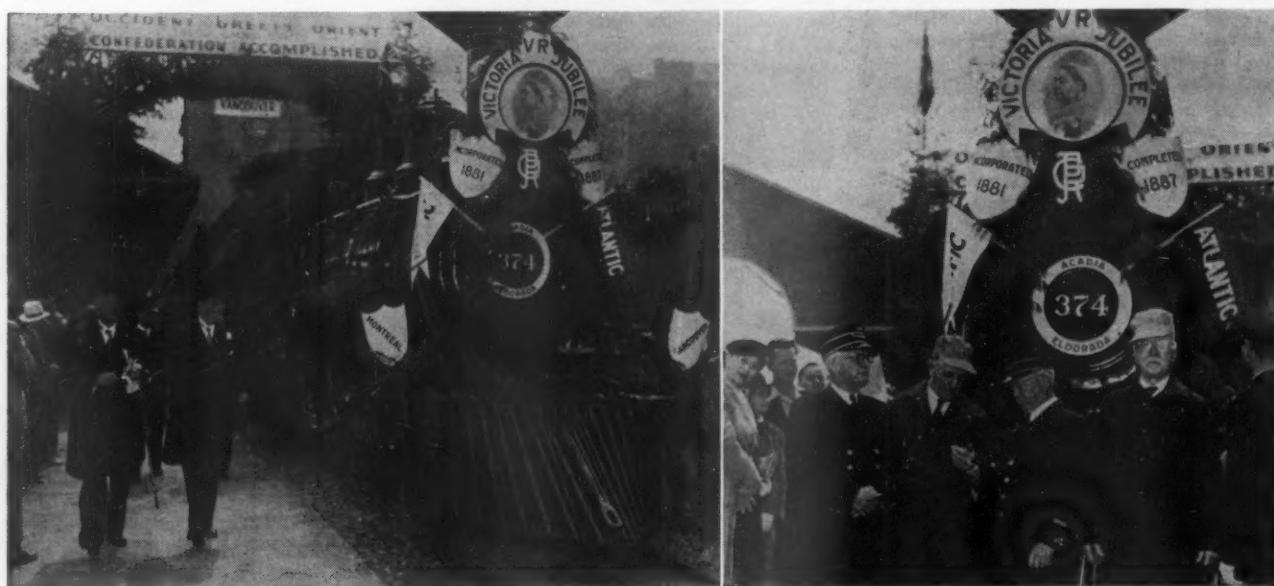


Photo Courtesy Canadian Pacific

C. P. R. Presents a Permanent Memorial to Vancouver

Diamond-stack locomotive No. 374, decorated just as it was 58 years ago when it hauled the first transcontinental train into this Pacific Coast terminus in 1887, drew into Vancouver (B. C.) station, August 22, and was given an enthusiastic welcome by a large gathering of townspeople, including such notables (in silk hats) as Mayor J. W. Cornett, left, and C. A. Cotterell, right, assistant general manager of the C. P. R. at Vancouver—Standing in front of the locomotive is the train crew, all pensioned C. P. R. employees, who were recalled for the civic celebration. From left to right: W. J. Collett, trainman; Harry Mills, engineer; James A. MacKay, conductor, and H. C. Brown, fireman.

of war." Meanwhile the director of O.D.T. is authorized to call on the Secretary of War for the protection of the road's employees and facilities, or for the furnishing of equipment, manpower, "and other facilities or services deemed necessary by the director to carry out the provisions and accomplish the purposes of this order."

In its August 23 announcement of plans for the seizure, O. D. T. said that Director J. Monroe Johnson had signed a notice and order to the railroad, stating that the President's action was taken to assure maintenance of an effective system of transportation for military and civilian freight and passenger movements. Also, the O. D. T. statement announced the appointment of Mr. Kirk as federal manager, and revealed that he had been authorized to make any necessary request for assistance from the Secretary of War.

It was further stated that Colonel Johnson had sent telegrams to President D. B. Robertson of the B. of L. F. & E. and Grand Chief Engineer A. Johnston of the B. of L. E., advising them of the seizure, and asking that I. C. employees continue in their jobs and report for work at the usual time.

B. C. Bertram Joins Staff of French Railway Mission

B. C. Bertram, former chief of the Railroad Unit, Salvage Division, War Production Board, has been appointed consulting engineer to the French Railway Mission. Mr. Bertram will maintain headquarters in Washington, D. C.

Allies and French Sign New Railroad Agreement

The American and British armies and the French National Railway Society have signed an agreement forming a six-man Interallied Railway Commission, the U. S. War Department announced August 24. The commission, to be established in Paris, will consist of three French, one British, and two American representatives, with the chairman to be named from the six by the Ministry of Public Works and Transportation. Col. Alexander W. Campbell, of St. Paul, Minn., and Col. Merle M. Shappell, of Omaha, Neb., have been designated American representatives.

According to the War Department, "The commission will supervise the operation and maintenance of the railways, develop a detailed coordinated program of movement requirements for French civil and Allied military rail movements, review the capabilities of transport and recommend measures for improving their utilization and for increasing capabilities and resources where necessary, and obtain reports and maintain overall records to insure that programs are carried out or corrective action taken."

With new priorities for movements placing chief emphasis on foodstuffs for the civilian population, Allied personnel and supply movements are given second priority. Third and fourth priorities are placed on French civil imports and movements of coal, either French or imported.

The War Department reports, however, that in no way will redeployment of Allied military personnel and supplies be affected by the new agreements, as schedules for such movements previously decided upon

will continue in effect. During July, about 425,000 American soldiers were moved by the French railroads in some phase of redeployment, with all moves being carried out on schedule.

Under the new agreement, French railway personnel will operate all lines, with American and British liaison officers deployed along military routes when necessary.

"Gradually recuperating," the French railroads on July 31 had 206,368 serviceable freight cars, and 8,162 serviceable locomotives. The report adds that some 60,000 damaged freight cars are being returned to service at the rate of 100 cars a week, and 4,983 locomotives are being returned at the rate of 70 a month.

The Transportation Corps' Military Railway Service has 2,008 locomotives and 44,147 American freight cars on the Continent, all freight cars used for movements of supplies being pooled with the French rolling stock.

Two Alton Decisions Appealed

A notice of appeal against two decisions of Federal Judge E. R. Shaw refusing permission to a \$3,750 creditor of the Alton to interfere with the road's petition for authorization of a \$40,312,000 bond issue and purchase of 10 Diesel-electric switch engines was filed in the United States district court at Chicago on August 20.

The appeal, which will be considered by the United States circuit court of appeals, seeks to reverse Judge Shaw's decision of last July 30, in which he refused to allow Mrs. Amalia L. Feeley to intervene in the road's purchase of ten locomotives for \$882,250. It also seeks reversal of a decision handed down August 2 which rejected Mrs. Feeley's objections to the roads obtaining court permission for the bond issue. Mrs. Feeley holds a judgment against the road as the result of a personal injury.

Kendall Would Use Traffic Lull to Bring Cars Home

Chairman Warren C. Kendall of the Car Service Division, Association of American Railroads, has advised the carriers that the "temporary lull in traffic" which is "certain to result" from the cancellation of war production contracts affords an opportunity for expediting the return to home roads of freight cars that have become "widely scattered under the exigencies of war traffic." The advice was embodied in an August 20 circular which said that return of the cars to their owners was "particularly important" in order that the equipment "may be given needed repairs and rebuilding."

Thus the C. S. D. chairman urged that instructions be issued for the fullest possible observance of Car Service Rules. "With an increased supply of available cars," he said, "it should be entirely practicable to insist upon selection of proper route cars for loading and for the immediate movement of unneeded foreign cars in home route." Also, the circular stressed the necessity for accomplishing the home routing "as economically as possible," with special attention to avoiding back hauls and circuitous routes.

On August 21 Mr. Kendall issued other

circulars calling for the expedited return to owners of automobile box cars in order to permit preparations for the resumption of shipments from the reconverting automobile plants. The curtailment of heavy production of military motor vehicles has removed the need for continuing the special wartime instructions for handling these auto box cars, Mr. Kendall said.

Another August 21 circular advised railroad transportation officers that reports covering the loading, release, empty forwarding, and location of heavy flat cars would no longer be required. "The full cooperation of all concerned in handling and reporting this equipment promptly," Mr. Kendall said, "has made it possible for the railroad industry to satisfactorily protect heavy demands with a very limited ownership of special type flat cars."

Supplement No. 1 to Circular CSD 325, issued on August 22, advises transportation officers that CSD Embargo 950, issued December 26, 1944, to prohibit the movement of all loaded and empty tank cars to or via any railroad in Mexico via any gateway, is being continued in effect at the request of the National of Mexico in order that such movements "may be controlled by permit in the same manner as all other car-load traffic now subject to Embargo CSD 400."

Inaugurate Air Services for Returning Troops

Use of transport planes "to facilitate the Army's demobilization program and at the same time to ease the military burden on the nation's railroads," was inaugurated on August 27, the War Department has announced. On that day 12 C-47 transport planes were scheduled to take off on transcontinental runs from the East coast, and eight from the West coast.

The planes were furnished by the Army's Air Transport Command, and they are being operated under contract by commercial airlines. They are expected to carry some 12,500 returned troops from ports to reception stations or separation centers during September, while the service in its ultimate development will handle 25,000 troops per month.

Largest Concentrated Troop Movement Handled Aug. 23

The railroads on August 23 handled their largest concentrated organized movement of troops since the beginning of the war, according to the Association of American Railroads. The total number of troops moved on that day—60,745—was not a record, since as many as 100,000 have been moved in a single day; but the August 23 performance was featured by the fact that 39,157 of the 60,745 were handled from four principal eastern staging areas.

This was the record concentrated movement, coming out of Camps Kilmer, Patrick Henry, Myles Standish, and Shanks. It was the equivalent of more than two infantry divisions; and all except 164 of the men going on trips of more than 48 hours duration had sleeping-car accommodations. The 164 traveled from Camp Patrick Henry, Va., to Camp McCoy, Wis., a journey of about 49 hours. The total number handled in sleepers was 8,481, while the

whole movement from the four camps required 61 trains.

The A. A. R. has also revealed that during the first 23 days of August, the railroads handled 890,293 men in organized troop movements for the Army.

Shipper Boards' Association Will Meet Oct. 17-18

The ninth annual meeting of the National Association of Shippers' Advisory Boards will be held on October 17 and 18 at the Stevens Hotel, Chicago. Clare J. Goodyear, president of the association, announced this week. The program for October 17 calls for a meeting of the board of directors while the association meeting will be held on the 18th.

Two Citations, One Promotion for Third M. R. S. Officers

From Headquarters, Persian Gulf Command, comes word of one promotion and the awarding of two Legions of Merit to three Army railroaders who spent two years or longer in Iran.

A former traveling freight agent for the Canadian Pacific, at Chicago, Jack Worshill, who was commissioned a second lieutenant two years ago, and who became chief

of the passenger traffic section, Movements branch, in the P. G. C., has been promoted to the rank of captain.

Two first lieutenants, George C. Becker of Floral Park, Long Island, N. Y., and Charlie M. McManaway, of Roanoke, Va., the first a veteran of two and one-half years in Iran, have been awarded the Legion of Merit for "exceptionally meritorious conduct in the performance of outstanding service."

Lt. Becker, a former locomotive engineer for the Long Island, worked as assistant road foreman of engines with the Third Military Railway Service from January 16, 1943 to March 18, 1944. His citation said, in part: "Lt. Becker, by continuously traveling with his relatively unskilled men and by personally demonstrating to them the proper methods for operating the locomotives, successfully developed a large number of highly capable engineers within a short period of time." Now on another assignment, Lt. Becker served with both the 711th and 791st Railway Operating Battalions while in Iran.

Lt. McManaway, once a shop inspector for the Norfolk & Western, won his citation for performance as superintendent of the blacksmith shop, in Teheran's locomotive shops. There, it is noted, "he demon-

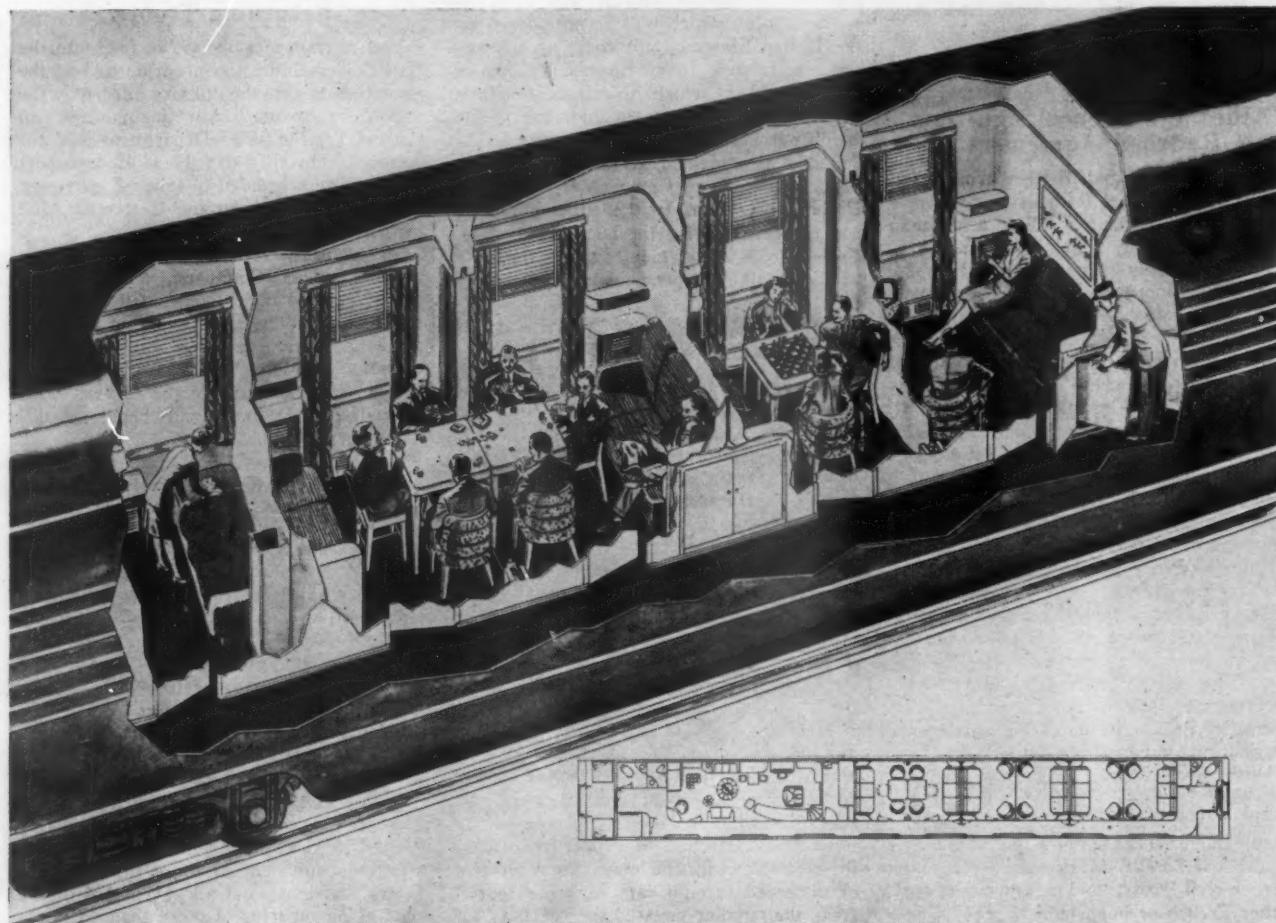
strated a high degree of organizing ability, technical proficiency, and attention to duty in training unskilled military personnel to be efficient blacksmiths, and in systematizing the various operations of the blacksmith shop to the point where the shop developed into an effective, well-organized unit." In addition, the citation continued, "Lt. McManaway, through outstanding skill and ingenuity developed special dies and jigs for the manufacture of other vitally-needed locomotive parts and at considerably lower cost."

G. & F. Strike Ends

Striking train and engine service employees on the Georgia & Florida—who left work on August 7, because of an "emergency board" award which gave them a 4-cents hourly increase instead of the "standard" wages they demanded—returned to work on August 24.

The further concession which induced the strikers to go back to work was an additional cent per hour made by the railroad, besides the 4-cents increase they had already won. A minimum rate has been set at 75 per cent of "standard." H. W. Purvis, receiver and general manager, advised *Railway Age* on August 30 that "operations as usual have been resumed."

* * *



Pullman-Standard's Casino Car

The Pullman-Standard Car Manufacturing Company has developed this new type of railway car which can be used as a card room or for business conferences. It provides daytime private rooms which can be used singly, as the two at right, or double, as in center, by sliding back a folding partition. Compartment at right is stewardess' quarters. Diagram shows entire car, including children's play room.

With the Government Agencies

Rail Labor Supports Full Employment Bill

Harrison and Miller make presentations on pending Senate measure

"Full employment" legislation was endorsed by representatives of organized railroad labor who appeared at this week's Senate banking and currency committee hearings on the Murray (S. 380) bill which would require the President to prepare an annual "budget," consisting of all prospective expenditures of private enterprise and of enough additional government expenditures to provide "full employment." George M. Harrison, president of the Brotherhood of Railway Clerks, spoke for the Railway Labor Executives' Association, noting that he did not represent the non-affiliated Brotherhood of Railroad Trainmen and Brotherhood of Locomotive Engineers; and Martin H. Miller, national legislative representative of the B. of R. T., spoke for that organization.

Cautious on Public Works—In endorsing the "principles" of the bill's undertaking to provide employment opportunities for all persons seeking work, Mr. Harrison emphasized that he was not endorsing a public works program of "indiscriminate character." Public works, designed to supplement private enterprise, he said, should not be of the type which cause economic dislocations or duplicate existing facilities.

More specifically, Mr. Harrison doesn't believe in "digging a lot of ditches and making canals to accommodate some coal company," and thus injuring the railroads and the people and communities depending on them. He doesn't believe that the St. Lawrence seaway should be built; and while he favors improved highways where good roads are now lacking, he is opposed to the construction of "express highways" to be used without adequate payment by motor transportation companies.

"Quit subsidizing these fellows who want government help and then come down here and wave the red flag of socialism," the Clerks' president said. At this point Senator Tobey, Republican of New Hampshire, broke in to dispute Mr. Harrison's low appraisal of the St. Lawrence seaway. But the witness insisted that the senator could not show "that you can dig the St. Lawrence and furnish the farmers transportation any cheaper than they get it now."

F. D. R. Could Be Wrong—Senator Tobey retreated to a discussion of the power phases of the proposed development, but Mr. Harrison was not taking any position with respect to that. Later on Senator Tobey suggested that the St. Lawrence

seaway couldn't be without potentialities for the general welfare when it drew the support of the late President Roosevelt, President Truman, and Governor Dewey of New York. Mr. Harrison replied that he believed Mr. Roosevelt "was a great man," but "he wasn't always right."

Senator Taylor, Democrat of Idaho, gave Mr. Harrison an argument about highway construction, but the Clerks' president insisted that he was objecting primarily to "furnishing highways for over-the-road truckers." Whereupon, the senator brought up the railroad land grants, which Mr. Harrison said he wouldn't defend because he doesn't believe generally in subsidizing private enterprise. He pointed out, however, that the government got land-grant rates as a result of the grants, adding that such "rebates" have returned to the government "200 per cent" of the value of the granted lands.

Favors T. V. A.—Mr. Taylor next suggested that Mr. Harrison would probably be against airport developments, yet the senator thinks that "we never will have air transportation, unless the government takes a hand." Mr. Harrison's reply was that he was simply sounding a note of caution—"don't let us look too blindly to public works programs." He added that he favored the Tennessee Valley Authority and a "good many other T. V. A.'s" where they will promote the economic and social welfare; but he is not in favor of "wasting public funds to realize somebody's dream."

Meanwhile Mr. Harrison had said that he was endorsing the "principles" of the bill because railroad employees and their families believe it would promote universally desired objectives. They want no return to conditions of the early 'Thirties. The lack of reasonable economic opportunities for the great masses of the people, Mr. Harrison went on, is "one of the most destructive forces in the world." While he doesn't think the government owes everyone a living, he does believe that everyone is entitled to the opportunity to make a living; and he doesn't think unemployment is "inevitable" if all groups work cooperatively.

Minimum Wage—Something like the bill's idea of expressing the social obligations of business was embodied in the declaration of national transportation policy put into the Interstate Commerce Act by the Transportation Act of 1940, Mr. Harrison said. He was referring to the declaration's language with respect to the encouragement of "fair wages and equitable working conditions."

From time to time throughout his testimony, Mr. Harrison emphasized that he is a "realist." He doesn't think it is possible to prepare a "blueprint" showing that there are going to be "so many jobs of this kind

(Continued on page 385)

Tells Wheeler About R. F. C.-B. & O. Deals

Lending agency chairman answers senator's recent letter asking probe

Relationships between the Reconstruction Finance Corporation and the Baltimore & Ohio were explained to Senator Wheeler, Democrat of Montana, in an August 22 letter from R. F. C. Chairman Charles B. Henderson, who undertook to answer allegations set forth in the senator's recent letter and predicted that the new B. & O. adjustment plan would give the lending agency "readily salable" bonds to liquidate "without loss" all loans made by the government to that road. Senator Wheeler's letter, addressed to John W. Snyder, then federal loan administrator, was noted in the *Railway Age* of August 18, page 310, as was B. & O. President Roy B. White's reply, calling the senator's suspicions "unfounded" and asking for an investigation.

As Mr. Henderson's reply briefed it, the Wheeler letter "pertains to loans which this corporation made to the Baltimore & Ohio during the period from 1932 to 1938 and suggests that certain persons alleged to have been connected with this corporation and alleged to have been charged with responsibility in connection with the making of those loans used their positions to obtain advantageous employment with the railroad company." Senator Wheeler had said he was advised that out of about \$85 million loaned the B. & O. by the R. F. C. in the past 12 years, at least \$82 million remains unpaid, the largest amount due that agency by any railroad.

The chairman of the Senate committee on interstate commerce also recalled that the R. F. C. had supported the B. & O.'s 1938 adjustment plan, which is now being modified; and he mentioned reports to the effect that within three years after that plan became effective, Roy B. White, Stewart McDonald, Russell L. Snodgrass, Cassius M. Clay, and Frederick E. Baukhages became "the chief executive, legal and financial officers of the railroad, although—except for Mr. White—none of these men had previously been connected in official positions with the railroad, and all of them, I am informed, had been connected in official positions with the R. F. C. and associated agencies."

With respect to the foregoing, Mr. Henderson asserted that B. & O. President White "was never associated with this corporation in any capacity and our records indicate that he was not an official of the Baltimore & Ohio when the loans were made." Stewart McDonald "was never a director, officer, or employee of this cor-

poration and never had anything to do with loans by this corporation to the B. & O. or to any other railroad company."

Russell L. Snodgrass was a member of the R. F. C.'s legal division for approximately 10 years beginning in August, 1932, but Mr. Henderson said that his duties were "entirely unrelated to railroad loans," and he "never had anything to do with the making of our loans to the Baltimore & Ohio," nor any part in the B. & O. 1938 adjustment plan. Cassius M. Clay, Mr. Henderson said, was a member of the R. F. C. legal division for approximately nine years beginning in April, 1932, and was in charge of legal matters pertaining to railroad loans.

"Mr. Clay," the R. F. C. chairman continued, "passed upon certain legal papers relating to the loans made by this corporation to the Baltimore & Ohio but at no time was charged with responsibility of deciding that the loans should or should not be made, or deciding the terms thereof. Decisions of that character were made by the directors of this corporation and Mr. Clay's authority and responsibility were limited to determining that the obligations received by this corporation and collateral securing the same were put in due legal form to carry out the commitments after the loans had been approved by the Interstate Commerce Commission as required by law."

With respect to Frederick E. Baukhages, Mr. Henderson said that he, too, had been a member of the R. F. C. legal division; but he resigned in January, 1941, to accept a position with the Union Pacific, where he remained until 1944 when he joined the staff of the B. & O. "At no time during his employment with this corporation did Mr. Baukhages have anything to do with our loans to the Baltimore & Ohio," the R. F. C. chairman added.

"The employment of Mr. Snodgrass, Mr. Clay, and Mr. Baukhages by the Baltimore & Ohio," he went on, "was in no case at the suggestion of this corporation. The situation with respect to them is no different from the numerous persons holding responsible positions in private industry that were at one time or another employed by the R. F. C."

Mr. Henderson refers to the record of the 1942 hearings before a Senate interstate commerce subcommittee on the bill to reenact Chapter XV of the Bankruptcy Act (under which the B. & O.'s 1938 plan was consummated) to explain that Mr. Snodgrass' presentation there on behalf of the R. F. C. was due to the lending agency's interest in the readjustment plan of the Colorado & Southern which has since been consummated with "a striking reduction in the fixed charges of that company."

Commenting on Senator Wheeler's references to the failure of the 1938 plan to solve the B. & O.'s financial problems, Mr. Henderson conceded that hindsight has now made it apparent that the plan "was not sufficiently far reaching and comprehensive to put the road's capital structure on a sound long-time basis." Meanwhile, however, the reductions of \$100,000,000 in debt and \$5,000,000 in annual interest charges effected while the B. & O. has been operating under that plan "improved the position" of the R. F. C. and has resulted "in a very considerable increase in the value of its collateral, the market value of which is now

more than twice the total amount of the outstanding loans."

Next came Mr. Henderson's prediction that the new plan "will so adjust the debt structure of the road as to put it on a much sounder basis," and put the R. F. C. in a position to liquidate its loans without loss. The R. F. C. chairman then addressed himself to that part of the Wheeler letter which had asserted that while R. F. C. loans remained unpaid, "Wall Street speculators had made a huge killing in the B. & O. stocks," and there had been "a frenzied speculation in the company's bonds."

"The rise in market value of all B. & O. securities," Mr. Henderson said, "was, of course, in a measure part of the general upward trend of railroad securities reflecting the increased earnings produced by wartime traffic. In addition, the announcement of the B. & O. 1944 plan of adjustment was doubtless a factor in improving the market position of the B. & O.'s securities since it removed the threat of a reorganization under section 77 of the Bankruptcy Act and the inevitable delays, expense and loss of interest encountered in such reorganization proceedings. The elimination of these delays was one of the principal objectives of Chapter XV and we perceive no basis for condemning a plan proposed under it, because market activities in the securities of the company, some of which may have been speculative, followed its announcement."

The pending B. & O. adjustment plan, Mr. Henderson added, has received "careful study" by the R. F. C. which believes that it is "decidedly in the interest of the property and the road's security holders." In closing, the R. F. C. chairman supplied the senator with information as to the status of the corporation's railroad loans as a whole.

There he revealed that since the creation of R. F. C. in 1932, "more than a billion dollars" has been lent to railroads by it or by the Public Works Administration (the P. W. A. loans having been taken over by R. F. C.); and as of July 31, 1945, these loans had been reduced by \$833,531,575 or 79 per cent, leaving only \$220,144,100 outstanding. "These figures," Mr. Henderson said, "are cited so as to make clear the fact that the R. F. C. has been and is collecting its railroad loans as speedily as is practicable. This policy will be continued."

Premium Pricing for Export Sales of Relaying Rail

Sellers of relaying rail and used track accessories for export have been authorized by the Office of Price Administration to add the same export premiums to domestic base ceiling prices as are permitted on export sales of new iron and steel products. The premiums, authorized by Amendment No. 1 to Maximum Price Regulation No. 46, effective September 4, range from 6 to 12½ per cent, according to the quantity sold, and provision is made for extra allowances depending upon the terms of sale.

At the same time O. P. A. clarified the relaying rail price regulation to emphasize that persons warehousing relaying rail and used track accessories must maintain adequate facilities for stocking, reconditioning, shipping, and receiving rail and accessories if they charge the warehouse prices. The

latter are higher than railroad sellers may charge—a class I road, for example, is held to a ceiling price of \$28 per ton for 70-pound or heavier relaying rail, while the warehouse ceiling price is \$32 per ton for quantities of more than two carloads and \$35.84 per ton for sales of two carloads or less. Finally, the definition of relaying rail in the regulation is broadened to cover used rail sold for any purpose other than scrap or re-rolling. This broadening to permit sales at relaying prices for such uses as construction, cattle guards, mine props, fence posts, etc., had already been established by interpretations previously issued.

Lamberton Leaves O. D. T.

Richard H. Lamberton has resigned as deputy director of the Liquid Transport Department, Office of Defense Transportation, to return to the Union Tank Car Company, Chicago, where he held the position of assistant to the treasurer when he joined the O. D. T. staff in March, 1943.

I. C. C. Service Order

Service Order No. 352, effective from August 26 until November 30 unless otherwise provided, has been issued by the Interstate Commerce Commission to prohibit railroads from weighing shipments of sand or gravel moving from Terre Haute, Ind., to Crane for use in construction work at a naval ordnance depot. The order provides that 10 cars per week may be weighed to obtain average weights.

W. S. A. Would Offer Temporary Domestic Water Service

Because of "the necessity for moving limited amounts of cargo coastwise and intercoastal," the War Shipping Administration has applied to the Interstate Commerce Commission for temporary authority to engage in those services as a common or contract carrier by water until December 31. In announcing filing of the application, W. S. A. said that its action was taken "pending restoration of normal services in these trades by private operators whose ships are still on 'war jobs.'"

W. S. A., the announcement continued, is "exploring the possibility" of reestablishing coastwise and intercoastal services under private operation "as soon as arrangements can be made to make satisfactory tonnage available." It added that "there may be considerable delay in achieving this end because of the complicated nature of these operations and the necessity of insuring their resumption on a sound basis." Meanwhile, the temporary authority is sought "to meet emergency requirements."

Western Railroaders May Still Be Certified to Draft Boards

Western railroad employees in certain occupations are among those exempted from Selective Service's recent action terminating the plan whereby interested federal agencies added their certification to employer requests for deferment of registrants under 30 years of age. The certification plan, Selective Service's August 24 announcement recalled, was put into effect last February "in order to furnish local boards with the fullest information possible

as to the extent of a registrant's value in war production or related activities."

Employees on western roads for whom certifications will continue to be issued include engineers, hostlers, firemen, conductors, brakemen, switchmen, yardmen, dispatchers, yardmasters, telegraphers, signalmen, signal maintainers, blacksmiths, boilermakers, carmen, car inspectors, electricians, machinists, molders, sheet metal workers.

Meanwhile employers desiring further deferment of employees affected by the action will be required to submit, prior to September 15, new deferment requests. An interested federal agency may still file written information in support of any such request, but this will not take the form of a formal certification.

Emergency Board Reports on Express Agency Cases

Approximately 7,500 truck drivers and other vehicle employees of the Railway Express Agency in New York and seven other cities have been denied recommendations calling for immediate wage increases by a National Railway Labor Panel emergency board which has submitted its report to President Truman. The board indicated, however, that under the terms of the recommended settlement the parties could reopen the wage questions at an early date; the report pointed out that the case had been virtually completed prior to the relaxation of stabilization controls, and added that "it would be patently unfair to the parties to apply a record made under one set of circumstances to a new and entirely different situation."

The employees, represented by the International Brotherhood of Teamsters, demanded a 20 per cent increase in wages for New York drivers, together with liberalized vacations and several changes in working rules. An increase of 10 cents an hour was sought by employees in the seven other cities—Chicago, Cleveland, Ohio, Cincinnati, Newark, N. J., Philadelphia, Pa., St. Louis, Mo., and San Francisco, Calif.

With respect to the New York vacations issue, the board recommended a paid annual vacation of six days for employees of from one to five years of service, and 12 days for employees with service of five years or more. Demands for more liberal rules relating to overtime and Sunday and holiday work drew adverse recommendation. Members of the board were: Chairman Walter P. Stacy; John A. Lapp, and I. L. Sharfman.

P. A. W. Lifts Restrictions on Oil Transport

Removal of many wartime controls from the transportation of petroleum products was announced on August 27 by Ralph K. Davies, deputy administrator of the Petroleum Administration for War. Among the orders rescinded was Petroleum Administrative Order No. 5 which prohibited shipments of petroleum products into the east coast states (P. A. W.'s District No. 1) by rail or inland and intercoastal waterways unless these shipments had been scheduled or specifically permitted by P. A. W.

Others of the now-canceled restrictions included Recommendation No. 44 which

limited the supply of empty tank cars at refineries and terminals; and Directive 81 and Petroleum Administrative Order No. 23 which prohibited eastward movements of asphalt and residual fuel oil, respectively, from District 4 into District 2, and from District 5. With the revocation of Petroleum Administrative Order 15, operators need no longer obtain authority from P. A. W. for the construction of pipe lines.

Wage "Thaw" Eases Controls by Railway Panel Chairman

Wage-control relaxations approved by President Truman's "reconversion" order of August 18 apply to railroad wages under the jurisdiction of the chairman of the National Railway Labor Panel, and thus the carriers may now make without specific authorization voluntary adjustments in the wages of employees and subordinate officials, provided such adjustments are not used as a basis for seeking increases in rates. This was announced by Panel Chairman H. H. Schwartz in an August 24 statement, which brought Panel policy into line with actions taken by the National War Labor Board and Commissioner of Internal Revenue with respect to wage and salary adjustments under their jurisdictions.

W. P. B. No Longer Interested in Keeping "War Time"

Continuance of "war time" is no longer justified as a fuel- and power-saving measure, Chairman J. A. Krug of the War Production Board said last week. The W. P. B. announcement revealed that Mr. Krug has so advised Senator McKellar, president of the Senate, and Speaker Rayburn of the House of Representatives.

Mr. Krug's letters to the Congressional leaders revised an earlier position taken subsequent to V-E Day. He then advised Congress that continuance of "war time" was no longer necessary as a power-saving measure but it was desirable as a fuel-conservation measure for the 1945-46 fuel year. The "war time" was established under a January 20, 1942, act of Congress; and various bills calling for its termination are now pending.

Hendrick Named Chief of Army Freight Traffic Branch

Lieutenant Colonel H. R. Hendrick has become chief of the Freight Traffic Branch of the Army's Traffic Control Division, succeeding Lieutenant Colonel R. M. Boyd, according to an announcement by Brigadier General William J. Williamson, chief of T. C. D. The announcement stated that the branch is under the direction of Colonel Paul M. Neigh, technical traffic consultant of T. C. D., while the branch's "key personnel" under Lieutenant Colonel Hendrick are:

Major H. M. Heimbaugh, deputy chief and chief, Adjustments and Classification Section; Lieutenant C. W. Fiddes, executive officer and chief, Legal Unit, Adjustments and Classification Section; Major G. R. Lyman, chief, Rates and Routes Section; W. J. Wright, civilian assistant to chief, Rates and Routes Section; Captain A. Whilldin, Jr., chief, Clearance Unit, Rates and Routes Section; Major L. D. Lally, chief, Tank Car Section; Major C. E. Becker, chief, Inland Waterways Section; J. K. Key, chief, Motor Freight Section; Major H. J. Carr, chief, Rate Adjustment Unit, Adjustments and Classification Section; Captain J. W. Croswell, assistant chief, Rate Adjustment Unit, Adjustments and Classification Section; Major H. H. Johnson, chief, Clas-

sification Unit, Adjustments and Classification Section; Major E. B. Hull, assistant chief, Classification Unit, Adjustments and Classification Section; Captain T. R. Lynch, chief, Transit Unit, Adjustments and Classification Section; E. L. Hefron, acting chief, Survey and Analysis Unit, Adjustments and Classification Section.

Petitions in Class Rate Case

The Interstate Commerce Commission, Division 2, has further extended until September 13 the time within which American Trucking Association, Inc., may file a petition in the Nos. 28300 and 28310 investigations of the class rate structure and Consolidated Freight Classification. Railroad respondents in No. 28300 have asked the commission to modify its interim rate order to exclude therefrom traffic moving over rail-water routes in coastwise and inter-coastal service; while southwestern roads have asked the elimination of any requirement to change class rates from or to destinations in the Southwest which specifically reflect the Deming, N. M., rates as maxima.

Relief from W. P. B. Reports

Manufacturers of products covered by the general scheduling order, M-293, are no longer required to file monthly operation reports or order boards unless specifically directed to do so, the War Production Board announced this week. All outstanding tables under M-293 have been revoked, including Table 18—Transportation Equipment Division.

All frozen schedules, specific authorizations and directions issued in connection with M-293 will expire September 30, unless due to expire sooner or unless they are modified by specific directions. Meanwhile, the M-293 order itself is being retained "to provide the framework for action in the future in the event scheduling becomes necessary to meet military or reconversion requirements."

T. P. & W. Among Properties Going Back to Owners

The Toledo, Peoria & Western, which was taken over by the government in March, 1942, when its employees were on strike in protest against the management's undertaking to eliminate "feather-bedding" from their working rules, is among the properties which are to be returned to their owners "as soon as practicable" under the terms of an executive order issued August 25 by President Truman. The order is general, applying to all properties seized during the war, and it thus applies also to the Mid-West truck lines being operated by the Office of Defense Transportation—but not to the Illinois Central, taken over last week as a result of the strike threat growing out of the jurisdictional dispute between the Brotherhood of Locomotive Firemen & Enginemen and the Brotherhood of Locomotive Engineers.

Since its seizure, the T. P. & W. has been operated by O. D. T., and the executive order gives that agency authority to determine when its return to the owners is "practicable." It was stated at O. D. T. early this week that the agency had nothing to announce at that time with respect to plans for relinquishing control of the road to its president, George P. McNear, Jr.

In giving the government officer "by whom the property in question is held"

authority to determine when such property should be returned to its owners, President Truman's executive order provides also that all relinquishments shall be "with the approval of the director of economic stabilization." In the latter connection the order was accompanied by a statement from Stabilization Director William H. Davis who revealed that he will act "in collaboration with the Secretary of Labor." That would seem to indicate that labor disputes which caused the original seizures must be settled before properties are returned. The dispute on the T. P. & W. has never been settled, and it would presumably break out again if the road were returned and the employees and management adhered to their respective positions.

I. C. C.'s "Rigid Ideas" on Allowances Draw Dissents

If it adheres to its "rigid ideas" with respect to conditions under which railroads may pay allowances to shippers who perform their own spotting services, the Interstate Commerce Commission will come face to face with a situation wherein its interpretation of the Interstate Commerce Act's section 15(13) "would invalidate many of the established practices of the carriers upon which industries, and even cities and towns, are dependent," Commissioner Mahaffie has warned in his dissent to a commission decision ordering the cancellation of suspended tariffs whereby the Southern Pacific and Western Pacific proposed to pay allowances at the Westwood, Calif., lumbering plant of the Fruit Growers Supply Company.

The decision was the commission's report on rehearing of that phase of Ex Parte 104, Part II, which covered the terminal services at Westwood, and it embraced also I. & S. No. 5335. It was a six-to-five decision, requiring the vote of Director Johnson of the Office of Defense Transportation to get the majority report adopted. In prior reports Division 3 had first condemned and then approved the allowances, so the present report reverses Division 3's final determination.

Commissioner Alldredge joined in the Mahaffie dissent, while Commissioners Aitchison and Splawn subscribed to Commissioner Lee's brief statement of his agreement with the conclusions reached by Division 3 in its second report which had found the allowance lawful. Commissioner Miller's agreement with the majority was expressed in a separate concurring opinion.

The majority reached its adverse conclusions after applying its general Ex Parte 104 tests to the spotting services at Westwood. It found that the carriers' obligations under the line-haul rates ended when cars were placed on or received from designated interchange tracks, and that allowances for switching beyond such interchange tracks would be unlawful. In issuing his warning with respect to the difficult situations which he sees ahead if the commission adheres to its "rigid ideas," Dissenter Mahaffie addressed himself particularly to the contention that no allowances are justified unless carriers can perform spotting services with their "ordinary switching locomotives."

"There are some places," he said, "where the ordinary switching locomotives of the carriers could not be used at all in terminal service. In such instances carriers have

been compelled to provide themselves with special equipment or to confess their inability to meet their obligations under the line-haul rates. . . . In my judgment there is nothing in section 15(13) or in any other section of the law which holds that a consignee or shipper is not entitled to terminal service for which he has paid in the line-haul rates unless it can be rendered by the carriers through the use of their ordinary locomotives. This is especially true of road-haul locomotives.

"The fact should be kept in mind that in most instances the location of industrial plants, warehouses and the like and the arrangements for switching service must be determined by the exercise of business judgment *before* construction work takes place. The criteria which the commission appears to have set up in this general proceeding for determining the legal propriety of such arrangements appear to have been designed *after the fact*. Neither a shipper nor a carrier can foresee such changes as the increase in the size of road-haul locomotives or other changes in equipment or operating practices which may, as in the instant proceeding, serve to nullify previous bona fide decisions with respect to such matters."

O. D. T. "Unwinding" Continues

Fifteen field offices of the Division of Railway Transport are scheduled for closing by October 6, the Office of Defense Transportation announced this week as it continued the program of "unwinding" controls over domestic transportation which it got under way promptly after the capitulation of Japan. Initial moves in liquidation process were reported in the *Railway Age* of August 25, page 345.

An August 29 announcement, reporting the dissolution of O. D. T. advisory groups of warehouse and storage consultants, quoted Director J. Monroe Johnson as having told those consultants that "aside from certain controls over passenger rail transportation, and for a limited period, control of freight traffic to, from and at the ports," O. D. T. feels that "its work is mainly done."

The announcement of the field-office closings revealed that seven such offices will be closed on September 22. They are located at Atlanta, Ga., Birmingham, Ala., Cincinnati, Ohio, Memphis, Tenn., Savannah, Ga., Norfolk, Va., and Richmond. Eight others, to be closed on October 6, are located at Buffalo, N. Y., Denver, Colo., Minneapolis, Minn., New Orleans, La., Kansas City, Mo., St. Louis, Dallas, Tex., and Houston. Personnel will be reduced by 62-34 in the closed offices, 17 in other field offices and 11 in Washington.

Seven Offices Stay Open—The remaining seven of the Railway Transport Division's field offices "will be continued for the time being." They are located at New York, Chicago, Portland, Ore., Seattle, Wash., Duluth, Minn., Los Angeles, Calif. and San Francisco.

The first relaxation of O. D. T. export controls came on August 23 with the issuance of General Permit ODT 16B-2, providing that commercial export freight will no longer be subject to unit permit requirements when the overseas destination is a South American country or a port in the Caribbean area, including the West Indies,

Cuba, and Puerto Rico. The general permit provides that shippers may forward export freight in carload lots when covered by a bona fide firm booking with an ocean carrier by simply certifying on the bill of lading that the provisions of General Permit ODT 16B-2 apply.

Revocation orders of August 25 eliminated "virtually all controls over motor and rail transportation in Puerto Rico." The revoked orders were General Orders ODT 27 to 34, inclusive, and 36. Meanwhile, however, M. G. de Quevedo, O. D. T.'s Puerto Rican director, "will continue for a short while to regulate both motor and rail traffic movement to Puerto Rican docks to avoid congestion at the piers."

Controls over local bus, trolley coach, and street car service throughout the country were lifted on August 31 when O. D. T. withdrew its April, 1942, statement of policy on local passenger transportation. That statement called for a 12-point program including staggered working hours, elimination of bus services which duplicated street car service, diversion of passengers from buses to street cars wherever possible, and discontinuance of charter bus services. Also effective August 31, school bus operators were relieved from further compliance with "voluntary wartime conservation practices."

Relief for Truckers—Additional actions with respect to O. D. T. activities in the motor truck field have relieved truck operators from the necessity of filing reports formerly required under Administrative Order ODT 9, and provided for the lifting on November 1 of restrictions on wholesale and retail truck deliveries, which have been imposed by General Order ODT 17.

At the same time, November 1, revocations of five other truck conservation orders will also become effective. They are: General Order ODT 3 Revised which provides that over-the-road common carriers load their vehicles to capacity and also sets up procedures for obtaining return loads; General Order ODT 6A which set up joint-action procedures for local for-hire carriers; Administrative Order ODT 10 which provides that empty vehicles must be registered at O. D. T. district offices; General Order ODT 43, which requires capacity loading and sets up procedures for obtaining return loads for carriers of household goods; Administrative Order ODT 14, which provides for special permits to relieve "hardship cases" among truckers.

In announcing that new commercial trucks manufactured prior to January 1, 1943, will no longer be rationed, O. D. T. emphasized that this action will have little effect in freezing trucks from its allocation program, since there are only an estimated 300 new vehicles now available in national stockpiles that were manufactured prior to January 1, 1943. Trucks manufactured after January 1, 1943, are still subject to allocation; and all new production "will continue to be allocated for some months in order to insure that essential needs are met."

Tank Car Controls—Following through from the cancellation of controls over the transportation of petroleum, O. D. T. on August 24 announced the dissolution of four special advisory committees and an inter-

agency advisory committee. They were the Tank Car Advisory Committee; Tank Car Maintenance Committee; Chemical Transportation Advisory Committee; Vegetable Oil and Packing House Tank Car Advisory Committee; and the Special Petroleum and Other Liquids Interagency Transportation Committee, comprised of representatives of the Petroleum Administration for War, Army, Navy, War Shipping Administration, War Production Board, and War Food Administration.

On the same day came the announcement that O. D. T. had declared as surplus 28 steel tank barges no longer required for transportation under its direction. Twenty-four of the barges were converted from the dry-cargo type while the other four were built by the government. They were used during the war for transporting petroleum and its products on the Gulf and Inter-coastal canals and on the Ohio-Mississippi river system.

Rail Labor Supports "Full Employment" Bill

(Continued from page 381)

and that," but he does believe that there should be, "as the bill contemplates, a national over-all condition" of opportunity for work. To prepare for that situation, certain other matters should receive attention, Mr. Harrison said. He thus recommended elimination of "starvation" wages through Fair Labor Standards Act amendments which would fix the minimum at not less than 65 cents per hour, and 75 cents "as soon as the country can do it." Also, he called for reductions in working hours.

In the latter connection, Mr. Harrison pointed out that the railroad industry is not subject to the 40-hour week, since it is exempt from the maximum-hours provisions of the Fair Labor Standards Act. He thinks the 40-hour week should be established on the railroads, which he called a "neglected industry" in that respect. Finally, Mr. Harrison called for liberalizing amendment to the social security laws.

Mr. Miller said that the B. of R. T. supports the bill "as a necessary and important step in the direction of our national progress." It does not, however, accept it as being a "sure-fire cure-all," but it does provide a "declaration of policy" to guide Congress "in the enactment of legislation to implement a program of full employment as may be recommended by the President."

Raps Pension Bills—Like Mr. Harrison, Mr. Miller called also for liberalized social security legislation, and increased minimum wages. While stating his view that the Railroad Retirement and Railroad Unemployment Insurance acts "need improvement," Mr. Miller took a shot at the pending bills for that purpose which are sponsored by the Railway Labor Executives' Association. "S. 293 and H.R. 1362," he said, "should be rewritten so that the proposed amendments will be of actual benefit to the employees covered by the acts."

After asserting that the war had again demonstrated "the great value of the railroads as an important part of our national defense," Mr. Miller went on to say that

post-war plans "to improve our national security" should include "a real check-up of the railroads, particularly the method of financing." "Banker control through negotiated sales of securities should be eliminated," he added. "Competitive bidding on securities should be required. Improvement in the methods of financing railroads should reflect in better service, continued operation of more miles of track and more employment."

Transport Outlook as Viewed from Commerce Department

The outlook for transportation during the remainder of 1945 "might be termed favorable in the sense that all wartime essential demands will be met, but unfavorable in the sense that conditions may necessitate some restriction of the volume of passenger traffic which could otherwise be carried," according to conclusions of an "industry report" on "domestic transportation," which has been issued by the Department of Commerce. The report, discussing developments up to August 18, was prepared by the Bureau of Foreign and Domestic Commerce's Transportation Unit of which James C. Nelson is chief.

"On the demand side of the picture," the conclusions say, "it has been estimated that class I railroads will be called upon to perform about 700 billion revenue ton-miles during 1945, or 5 per cent fewer than in 1944, while essential demands for revenue passenger-miles will total approximately 90 billion, about 6 per cent short of the 96 billion performed last year. Demands upon both intercity buses and airlines will remain high through 1945, in the case of air travel possibly exceeding last year's level.

"On the supply side, present indications are that transportation facilities will prove adequate for meeting military freight and passenger demands, but that, particularly in the case of rail sleeping-car travel, requirements of the armed forces cannot be met without some curtailment of equipment available to civilians. How soon the passenger load will ease will depend largely upon how quickly men are returned from overseas. Freight demands on rail cars, trucks, ships, and airplanes will now be reduced because of the stoppage of loadings of ammunition, guns, and other direct fighting materiel. This will release capacity for sustaining the flow of food, clothing, and fuel to troops overseas. It is expected that the decline in freight demand will be slow, particularly on western railroads, but that the reduced military use of facilities will permit more prompt handling and a greater volume of civilian traffic.

"The effect of the end of the war has been, in general, an easing of transportation requirements, both domestic and overseas. As a consequence, much less concern is now felt about the adequacy of facilities than when a long one-front war loomed ahead. Release of space in ships and in overland transportation facilities made possible by the sharply curtailed movement of war supplies will provide sufficient capacity to absorb new demands created by the end of the war. Finally, greater availability of equipment and operating supplies, par-

ticularly in motor transportation, will rapidly raise potential capacity above pre-existing levels."

Plans to Close Out Mexican Track Worker Program

The War Manpower Commission was expected this week to make an early announcement of plans for closing out its wartime program which brought some 67,000 Mexicans into this country to work on the railroads, mostly in the maintenance of way departments. Importation of the Mexicans was stopped recently, and W. M. C. has determined that no contract for the employment of such workers will be valid if it were signed after August 20. Since the term of the contracts had previously been fixed at 90 days, all of the Mexicans should be returned to their own country by the latter part of November.

A Five-Day Week for Federal Agencies

Acting in response to President Truman's recent order calling for the elimination of overtime work and pay in the federal agencies generally, the Interstate Commerce Commission announced that it will work its 40-hour week in five eight-hour days, closing its offices on Saturdays. Also, holiday work required during the war period has been eliminated, and the commission's offices will be closed on New Year's Day; Washington's Birthday; Memorial Day; Independence Day; Labor Day; Armistice Day; Thanksgiving, and Christmas.

Other agencies adopting a like work schedule include the Office of Defense Transportation, National Mediation Board, Railroad Retirement Board, and War Production Board.

More Service Orders Canceled

Continuing its work of removing such war-connected restrictions, the Interstate Commerce Commission during the past week canceled several additional service orders. The cancellations, announced subsequent to those reported in the *Railway Age* of August 25, page 347, included the following:

No. 69. Effective February 3, 1942, this order authorized railroads serving New England ports to place export freight in ground storage subject to applicable charges.

No. 74. Effective May 21, 1942, this order prohibited the "bulkheading" of cars for watermelon loading for the purpose of shortening the length of the car.

No. 110. Effective February 15, 1943, this order appointed H. G. McNamara as I. C. C. agent at New York to divert or reroute carloads of petroleum or petroleum products destined to points in the New York harbor area from one unloading point to another to relieve congestion and expedite unloading.

No. 117. Effective April 13, 1943, this order prohibited the transportation of bananas moving all-rail through the United States from one foreign country to another except upon permit from the commission's Bureau of Service.

No. 254. Effective November 20, 1944, this order provided for the substitution of refrigerator cars for box cars to transport

fruit and vegetable containers and box shooks from certain Texas and Arkansas points to the Rio Grande Valley.

No. 263. Effective December 23, 1944, and suspended indefinitely June 15, 1945, this order reduced the tree time and fixed increased sliding-scale demurrage charges on loaded tank cars.

No. 301. Effective April 13, 1945, this order established a permit system for the movement of bauxite ore from New York harbor to Arvida, Que., or Port Alfred.

No. 318. Effective June 23, 1945, this order prohibited the precooling at Los Angeles, Calif., Colton, or San Bernardino of cars to be used for citrus loading.

No. 323. Effective June 29, 1945, this order prohibited the re-icing of cars for citrus loading in Arizona and California.

No. 332. Effective July 7, 1945, this order prohibited the loading of freight in Arizona and California on Sundays and holidays and prohibited billing between 10:00 p.m. Saturdays and noon of the following Mondays. No. 350. Effective August 13, 1945, this order prohibited railroads from transporting cars loaded with live poultry for more than 100 miles from any point of origin in 10 mid-western states and Texas and Oklahoma unless such shipments were authorized by permits issued by the Secretary of Agriculture.

Ickes Cites War Service of "Big Inch" Pipeline

Noting that "Big Inch" was beginning its third year of full-length operation, Petroleum Administrator Ickes last week took advantage of the occasion to issue a statement crediting the 1,254-mile pipeline, which

extends from Longview, Tex., to the Philadelphia-New York area, with "an incalculable contribution to the defeat of the Axis powers" and "a record of accruing operating revenues which exceed the cost of its construction."

The 24-inch line with its 224 miles of feeder and distribution lines has delivered more than 210,000,000 barrels of crude oil to its eastern terminals, Mr. Ickes said. Deliveries during the last 12 months totaled 114,261,589 barrels, a daily average of 313,045 barrels. The petroleum administrator put the cost of "Big Inch," which was financed by the Reconstruction Finance Corporation, at \$78,500,000; and he said it has "a cumulative operating revenue of more than \$113,000,000 from transporting crude oil, before deductions for depreciation, amortization of the investment, and interest on working capital."

Getting in on the tribute, Deputy Petroleum Administrator Davies calculated that "some additional 25,000 tank cars operating on an 18-day turn-around schedule would have been required to maintain the average daily movement of 313,045 barrels . . . which were carried by the 'Big Inch' during the past year." Mr. Davies added that "it would have been wholly impossible to increase the use of tank cars to establish and maintain such a schedule." Thus it was "obvious" to him that in the absence of "Big Inch" it would have been necessary to reduce production and refining operations "at a time when all-out operation was essential."

The P. A. W. statement also said that the United States now has 85,076 miles of petroleum trunk lines and 56,714 miles of gathering lines, a total of 141,790 miles.

that they have, or may receive, and must treat such orders as unrated.

W. P. B. is discontinuing immediately assigning of ratings except under the special conditions described in the new PR-28. Any application already filed under the old priorities system will be returned without action to the applicant, except in emergency cases.

Orders bearing AA ratings identified as military orders may not be automatically re-rated MM. Most of them have already been unrated by Direction 1 to PR-29, which was issued on August 18. Other military orders with AA ratings, and which call for delivery after September 30, must be treated as unrated orders in the same way as all other orders bearing AA ratings in the AA series.

On October 1, the C. M. P. will expire automatically, but until that time, deliveries of controlled materials will continue to be regulated by this plan.

C. M. P. inventory limitations, however, along with inventory controls on other materials, are being maintained and strengthened wherever necessary to prevent hoarding, buyers' scrambles, or preemption of scarce materials, W. P. B. said.

Effective immediately, all fourth-quarter and subsequent allotments of controlled materials are canceled, and producers and warehouses must treat every authorized controlled material order for fourth or subsequent quarter delivery as an unrated order, unless it is specifically re-rated AAA, MM or CC.

Industrial Construction—To speed up reconversion activities, industrial construction may be undertaken without W. P. B. authorization, the agency announced on August 21. This relaxation affects construction of factories, plants and other units used primarily for manufacturing processing or assembling of goods or materials; work on units not primarily used for industrial work if the construction is to prepare a part of the unit for such work; and construction of facilities owned by a manufacturer that are necessary for handling raw materials or components, or for the distribution of his products to the retailer.

Lumber—As a result of the sharp decline in military requirements for lumber, the over-all lumber control order has been drastically relaxed. Lumber will be available immediately to distribution outlets and within 30 days sufficient amounts will be on hand to meet all kinds of construction requirements, W. P. B. said. Action was taken by amendment of Direction 7 to Order L-335 and the revocation of all other directions to the order.

Any lumber supplier (sawmill, concentration yard or distributor) may now sell any kind of lumber to any person on uncertified and unrated orders provided that it does not interfere with the filling of certified and rated orders. Certified but unrated orders will now be treated as uncertified and unrated.

Allotments made for the third quarter remain in force, W. P. B. emphasized. Lumber users qualified to place certified and rated orders may do so; however, such persons may also obtain lumber on uncertified and unrated orders and need not charge lumber so obtained against the amounts they have been authorized to receive.

Lumber production for 1945, on the basis of production to date, will amount to about 29,500,000,000 f. b. m., with an additional 1,500,000,000 f. b. m. from stocks and imports. Every effort is being made to increase production through recruitment of additional man-power for logging operations, increased supply of heavy-duty tires, trucks and other equipment, and through removal of other factors impeding production. Even if production cannot be appreciably increased this year, military cutbacks will release large quantities of lumber for civilian use, W. P. B. pointed out.

For the period 1941 through June 1945, total consumption of lumber was 171,088,000,000 f. b. m., of which 57.3 per cent was used for direct and indirect military needs.

In the first six months of 1945, direct and indirect military needs amounted to 12,000,000,000 f. b. m. out of the total available supply of 15,500,000,000 f. b. m. According to preliminary estimates, the over-all military requirements for the second half of the year may drop as low as 4,000,000,000 f. b. m.

Petroleum Products—Moving without delay to end war-time restrictions on the sale and purchase of all petroleum products and to re-establish normal competitive marketing practices, Petroleum Administrator Harold L. Ickes on August 23, rescinded virtually all orders, directives and

Materials and Prices

The following is a digest of orders and notices that have been issued by the War Production Board and the Office of Price Administration since August 13, and which are of interest to railways:

General Material Control—The W. P. B. has taken action to eliminate at the end of September the old war-time priorities control system, including the Controlled Materials Plan, and to substitute a new, limited system for use during the reconversion period.

The changes were made through amendments to PR-28 and 29. The new PR-29 provides:

1. Cancellation, effective at once, of all "AA" preference ratings (which includes all ratings except the special "top priority" AAA, the new military MM rating previously announced, and the new CC rating described below) on purchase orders that call for delivery after September 30, 1945. There is one exception—the AA rating will still apply to textiles.

2. The revocation of the C. M. P., W. P. B.'s master plan for controlling war-time production, effective September 30, 1945.

3. Cancellation, effective at once, of all allotments of steel, copper and aluminum (the three "controlled materials") for the fourth and subsequent quarters.

4. Introduction of a new junior, non-extensible, civilian "CC" preference rating to be used in limited cases to break bottlenecks in reconversion and insure, when necessary, continued production and services.

The new PR-28 explains when the new junior non-extensible "CC" rating will be assigned. W. P. B. cautioned that its general policy is not to assign priorities assistance for non-military needs. The new "CC" rating will be used sparingly. It is expected that almost all materials will either be in surplus or in comfortable supply, and that ratings will therefore generally not be needed. The applicant must show that he has not been able to get delivery without a rating, and that the item to be rated is a "bottleneck" holding up

minimum production, or that it is needed for reconversion construction or other essential construction. The "CC" rating may be assigned, where needed, to increase production to eliminate "reconversion bottlenecks," or in other cases to protect public health and welfare or prevent extraordinary hardships. "CC" ratings may also be assigned in limited cases for essential exports.

The "CC" rating is non-extensible. It cannot be extended by a supplier to get production materials or components to make the item sold to his customer, or to replace in inventory materials used to make the item, or for any other reason.

The MM rating originally introduced under PR-29 for military use will be continued for the time being to support the requirements of the occupation forces and other continuing military needs.

PR-30, which provided for direct assignment of MM "military" ratings by W. P. B. under certain circumstances, has been revoked.

From July 1, through September 30, the MM rating is equivalent to AA-1, and the CC rating is equivalent to AA-2. After September 30, the sequence of ratings will be AAA, MM, CC, in the order named.

The AA rating system will be retained for the time being for procurement of textiles and allied products. It is not expected that the AA rating system will be retained for any other products. However, if it is retained, the orders controlling these products will be amended to make clear that some of the provisions of PR-29 do not apply to such materials.

The AA rating system and the C. M. P. remain effective as to deliveries between now and the end of September 1945. Effective immediately, however, all preference ratings in the AA series are canceled on purchase orders calling for delivery after September 30.

Suppliers must disregard any AA ratings on purchase orders for delivery after September 30,

recommendations administered by the Distribution and Marketing Division of the Petroleum Administration for War.

Deputy Petroleum Administrator Ralph K. Davies announced on August 17, that he had terminated virtually all restrictive orders administered by the Refining Division of the P. A. W. "Telegrams have been dispatched to all refineries, ending many of the controls effective August 15," he said. "Other controls will be continued for a 30-day period to permit the refineries to complete certain contracts. Certain forms, submission of which is required by P. A. W. order, will be continued for a two-month period in order to complete the records and allow final settlement of contracts."

Plumbing and Heating Equipment—Distribution controls over plumbing, heating and cooking equipment established by Order No. L-79, have been removed.

Preference Ratings — Because of tremendous military cutbacks, the W. P. B. has announced the immediate cancellation of virtually all allotments of controlled materials and all preference ratings assigned by the Army, Navy, or United States Maritime Commission except the new MM "military" rating and AAA ratings. This large-scale cancellation of all allotments and ratings is employed in order to get orders unrated as fast as possible, W. P. B. explained. Experience gained from V-E Day showed that the individual paper work involved in terminating controls on a piecemeal basis might require up to six weeks to cancel obsolete preference ratings and allotments. "We want to have reconversion keep pace with military cutbacks as much as possible," asserted J. A. Krug, chairman of the W. P. B.

This action was taken through Direction 1 to PR-29, which stipulates that "effective immediately, all allotments of controlled materials, and all preference ratings (except AAA and MM) identified with the CMP allotment symbols whose initial letters are W, O, M (except M-8), N, or C are hereby canceled." These initials mean "War," "Ordnance," "Maritime," "Navy," and ARCO, or "Aircraft Resources Control Office" respectively. The "M-8" symbol, which is not affected by the direction, is used by the "Coordinator of Ship Repair and Conversion" for repairs of merchant shipping.

Steel—Four directions to Material Order M-21, the order governing iron and steel, have been revoked. The directions were No. 5, covering

ferro columbium; No. 6, tungsten and molybdenum wire; No. 7, chromium and chrome metal, and No. 8, nickel and nickel alloy products. These products will now be available for civilian production as a result of huge military cutbacks and there will be a more than sufficient supply for all reconversion needs, W. P. B. said.

Surplus Materials—As another step in promoting complete and rapid reconversion, the W. P. B. has removed the restrictions on special sales of most but not all idle, excess and surplus materials. This action thus frees a pool of certain materials that were in short supply until V-J Day, but which now are surplus.

Special sales are sales by persons who acquired or made materials for use and not for sale or resale. In addition, all sales of surpluses by Government agencies are special sales.

Through a drastic revision of PR-13, nearly all materials in contract termination inventories and Government surplus may now be sold freely and may be used for any permitted civilian production. However, special sales of certain scarce materials are still restricted in the regulation. Moreover, buyers may not use materials acquired under PR-13 in violation of any of the remaining orders of W. P. B. limiting or prohibiting the use of any particular material, or limiting the amount they may receive, or the amount of any product they may make.

The remaining materials subject to domestic special sales restrictions are: antimony, pig tin, uranium, rope and cordage fibers (manila and agave only), textile materials obtained under Order M-328B and orders in the M-388 series, rubber (natural, latex and natural chlorinated), mining equipment and machinery in the hands of mining producers, and domestic mechanical refrigerators.

Prices

Asphalt and Tarred Roofings—Manufacturers of asphalt and tarred roofing products have been supplied with a new method of adjustment of ceiling prices by Amendment No. 6 to RPS-45, effective August 22, when the individual manufacturer's production, if discontinued, could not be replaced, the Office of Price Administration announced today.

Gypsum Products—An increase of \$4.25 per 1,000 sq. ft. in manufacturers' ceiling prices for

gypsum lath and gypsum liner board in the Eastern Seaboard marketing area is provided by Amendment No. 3 to Order No. 1 under Section 25 of MPR-592, effective August 21. The increase may be passed on by resellers.

The Eastern Seaboard area includes all of the New England States, eastern New York, eastern Pennsylvania, all of New Jersey, Delaware, Maryland and the District of Columbia; eastern West Virginia; in Virginia the counties of Loudoun, Fairfax, Arlington, Prince William, Fanquier, Accomac, Northampton; and all of Mississippi, Alabama, Georgia, Florida, South Carolina, and several southern counties of North Carolina.

Amendment No. 4 to Order No. 1 under MPR-592 also provides an increase of 2½ cents per sq. yd. in the manufacturer's ceiling price for gypsum lath in California and Nevada and may be passed on to buyers by all resellers.

Ice—Price control was suspended for a temporary period by Amendment No. 12 to MPR-154 effective August 13, on open market purchases of ice by railroads, express companies and other users of ice for car icing and related transportation uses.

An ice shortage has developed, particularly on the West Coast, due to heavy movement of military personnel and supplies and unusually heavy seasonal crops of perishable products, O. P. A. said. As a result, car icers are finding it necessary to buy ice in the open market to supplement supplies normally obtained under term contracts.

This action suspends from price control through September 30, 1945, all open market purchases of ice by railroads, express companies, fishing fleets, boat lines and truck lines. Ice obtained under purchase contracts, however, continues under price control and may not be bought at prices in excess of established ceilings.

The action is being taken at the request of the Department of Agriculture. After September 30, the ceilings on open market purchases of car icing ice will automatically be restored.

O. P. A. said that it is prepared to take prompt action to correct any abuses or serious dislocations of supplies that may result from the temporary suspension of these ceilings.

Machinery and Services—Sellers of machinery and machinery products such as elevators and industrial boilers, who supply installation services, no longer will be required to invoice separately

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Bangor & Aroostook Train No. 4 at Derby, Me.

the machinery and the installation services when billing customers, according to Amendment No. 9 to RMPR-136, effective August 30.

Sellers, however, must maintain records of the prices they charge for their products and for installation services, so that prices charged may be inspected by O. P. A. at any time.

Radiation—An increase of about 8½ per cent in manufacturers' ceiling prices for cast iron tube radiation has been provided by Amendment No. 5 to MPR-272, effective August 22.

The increase will raise manufacturers' maximum prices by about 2½ cents net per sq. ft. and may be passed on by all resellers.

Southern Pine—The O. P. A. has announced that the following recommendation has been received from the O. P. A. Southern Pine Industry Advisory Committee:

1. That the wholesalers' mark-up of six per cent and the commission man's mark-up of four per cent on sales of southern pine lumber be abolished.

2. That a compensating increase be made in southern pine mill prices.

3. That discounts of at least six per cent for wholesalers and four per cent for commission sales from the proposed new higher prices for southern pine be established.

This action, the industry committee said, would not increase the cost of southern pine lumber to consumers and would have the effect of restoring the old wholesaler discount pricing system that was industry practice before price control.

When southern pine prices were frozen at September 1, 1941, levels, no provision was made for a discount for wholesalers. Later, at the request of the W. P. B. and the Central Procuring Agency of the U. S. Corps of Engineers, the wholesaler and commission man mark-ups were established. They were created because the war agencies said that the wholesaler and commission man function of purchasing southern pine lumber for resale was needed to assist in the orderly and speedy procurement of lumber for war work.

The industry committee requested that this action be taken immediately after V-J Day.

Yellow Cypress—An increase of approximately seven per cent in mill ceiling prices for yellow cypress lumber is provided by Amendment No. 19 to RMPR-97; Amendment No. 21 to MPR-146; Revocation of MPR No. 513, all effective August 22.

Yellow cypress includes all cypress except tide-water red cypress. An increase of three per cent is authorized on grades of No. 2 common and lower, and an increase of ten per cent is granted on grades of No. 1 common and better.

This distribution of the increases preserves the same grade-for-grade relationship between southern hardwoods and cypress that existed before a like increase, averaging seven per cent, was authorized for southern hardwoods on February 9, 1945, O. P. A. said.

Supply Trade

American Locomotive Company Reports Its Post-war Outlook

On August 23, the American Locomotive Company reported in a memorandum to shareholders the present condition of the company and an estimate of the effect on it of the war's termination. Significant comments in the report follow:

"The company's backlog of orders is approximately \$118,000,000 after giving effect to all cancellations received to date, amounting to \$26,000,000. Our backlog includes \$14,000,000 of war material uncancelled to date and \$92,000,000 for steam and Diesel-electric locomotives and parts. There are substantial inquiries for locomotives within the industry at the present time, predominantly for foreign account. American Locomotive has no reconversion problems that are believed serious. During the first six months of 1945, 74 per cent of production was in regular products and only 26 per cent in specialized war products. During

1944, only 56 per cent was regular products and 44 per cent special war products.

"Good post-war business seems likely. American railroads need new and more modern equipment, not only to replace worn equipment but also for economy of operation in competition with all types of post-war transportation. The railroads of this country are fully aware of their need and are in excellent financial condition to meet it. Many foreign railroads have been wrecked and substantial replacements will be needed. Until foreign facilities for manufacturing locomotives have been reconstructed, it seems probable that locomotives will be bought in the United States in volume. Foreign sales have been facilitated by the repeal of the Johnson Act and by an increase in the capital of the Export-Import Bank.

"The American Locomotive Company and the General Electric Company . . . are developing jointly a main line Diesel-electric locomotive of a significantly new design, providing great range of speed, versatility and power with high economy. The design of these new locomotives is a direct outgrowth of war-time research and experience . . .

"There seems little doubt that great advances will be made in the development of coal-burning steam locomotives during the next decade. While the Diesel-electric has great advantages to offer under many conditions, 22 per cent of the revenue freight carloadings of the country's railroad is coal, and in some instances the percentage is very much higher. Railroads have powerful economic as well as other reasons for using it as fuel."

Charles H. Rhodes, vice-president of the United States Steel Corporation at Chicago, has retired.

Lynn Mahan has been appointed assistant to the president in charge of public relations of the American Locomotive Company.

OBITUARY

Edward J. Searles, manager of the Schaefer Equipment Company, Pittsburgh, Pa., died August 13. He was 69 years of



Edward J. Searles

age. Mr. Searles attended Johns Hopkins University. Following completion of his engineering studies, he entered the appren-

tice training school of the Pennsylvania at Altoona, Pa., and subsequently progressed through many positions in the mechanical department of that railroad. Later he was employed by the Baltimore & Ohio and served in various capacities in the motive power department and ultimately as superintendent of motive power at Pittsburgh, Pa. He next was associated with the American Brake Shoe Company. He joined the Schaefer Equipment Company in 1914. Mr. Searles had been for many years treasurer of the Railway Club of Pittsburgh.

Construction

GRAND TRUNK WESTERN.—This road has awarded a contract, amounting to \$110,000, to the Walbridge Aldinger Company, Detroit, Mich., for the re-arrangement and improvement of its inbound freight house and trackage at Detroit. The road has awarded another contract, amounting to \$25,000, to Hamer Brothers, Inc., Detroit, for the construction of a water type cinder pit at Port Huron, Mich.

NEW YORK, NEW HAVEN & HARTFORD.—The Federal district court at New Haven, Conn., has approved the expenditure of \$675,000 for the construction and equipping of a new Diesel locomotive maintenance shop for the New Haven at New Haven, Conn. The road needs a centrally located Diesel shop to supplement repair and maintenance shops at Boston, Mass., and New York and to care for the large number of Diesel units operated in the New Haven area. The new shop will handle periodical inspection and maintenance of Diesel switchers, as well as running repair work on road locomotives. Special features will include an overhead traveling crane, full length inspection pits, high speed locomotive jacks, a drop table, and an overhead inspection platform. Small individual shops for the repair of electrical, air brake, and signal equipment will complement the main shop. Modern locker room and washroom facilities will be provided.

PERE MARQUETTE.—This road has awarded a contract, amounting to \$90,000 to L. D. Strandberg & Son, Chicago, for the construction of a two-stall Diesel enginehouse at Chicago.

TEXAS & PACIFIC.—This road has awarded a contract, amounting to \$577,000, to Gifford-Hill & Co., Dallas, Tex., for construction of a grade revision near Grand Saline, Tex., to raise the main tracks above flood plane for a distance of 5.4 miles. The necessary bridge, track and signal work will be done by company forces.

EMPLOYEE SUGGESTIONS.—Just recently, the Louisville & Nashville accepted 18 employee suggestions and paid \$171.71 to those who made them. Ideas came from all parts of the System. At the South Louisville roundhouse, T. J. Jennette, machinist, received \$13.03 for suggestion No. 6156, for a set of valve seat removers. Others proposed such changes as an electric light to be installed on the south side of A. & S. Tower, St. Louis; a special tool for removing certain choke plugs from "AB" brake valves; a standard clock for a yard office;

suggestions concerning steam leaks on passenger trains; advancing the idea that questionnaire forms on book of safety rules be better printed on both sides of the sheet, as a conservation measure.

Equipment and Supplies

Passenger - Train Orders on Books Now Total 1155 Cars

As of August 1, 1945, there was a backlog of 1,155 passenger-train cars on order for domestic railroads, which number was

almost equal to four years' average production during the twelve years preceding the war, 1930-41, inclusive. Deliveries on these cars were scheduled to begin in August. Included were 696 coaches, 8 multiple-unit coaches, 45 coach combinations, 18 club-parlor-lounge-observation cars, 38 baggage-express, 129 sleeping, 126 dining and 51 postal cars and 43 additional cars, the types of which are unknown. Excepting 10 cars for the Long Island and 90 for the Pennsylvania ordered from the latter's shops, the remaining 1,055 cars are scheduled for building in contract shops. The 1,155 passenger cars on order at August 1 are listed in detail in the accompanying table.

Passenger Cars on Order for Domestic Service August 1, 1945

Purchaser	Number	Type	Builder
Alton	15	Coach	American Car & Fdy.
Atchison, Topeka & Santa Fe	25	Postal	American Car & Fdy.
	5	Postal	Budd
	16	Coach	Budd
	6	Club-Lounge	Budd
	16	Dining	Budd
	46	Coach	Pullman-Standard
	3	Bag-Exp.	Pullman-Standard
	3	Club-Lounge	Pullman-Standard
	49	Sleeping	Pullman-Standard
	30	Coach	Budd
	3	Coach Comb.	Budd
	6	Dining	Budd
	1	Bag-Exp.	American Car & Fdy.
	50	Coach	Pullman-Standard
	30	*	Budd
	6	Bag-Exp.	American Car & Fdy.
	2	Postal	American Car & Fdy.
	8	Coach	American Car & Fdy.
	2	Coach Comb.	American Car & Fdy.
	2	Coach	Budd
	1	Coach Comb.	Budd
	1	Dining	Budd
	8	Coach	Pullman-Standard
	2	Coach Comb.	Pullman-Standard
	1	Dining	Pullman-Standard
	20	Coach	Pullman-Standard
	8	Sleeping	Pullman-Standard
	4	Dining	Pullman-Standard
	3	Bag-Exp.	Pullman-Standard
	3	Postal	Pullman-Standard
	3	*	Pullman-Standard
	27	Coach	Pullman-Standard
	5	Club-Lounge	Pullman-Standard
	11	Coach	Budd
	3	Coach Comb.	Budd
	6	Dining	Budd
	25	Sleeping	Pullman-Standard
	20	Coach	Pullman-Standard
	10	Dining	Pullman-Standard
	5	Postal	Pullman-Standard
	1	M.U. Coach	St. Louis Car Company Shops
	8	Coach	American Car & Fdy.
	10	Coach	American Car & Fdy.
	20	Dining	Budd
	8	Coach	American Car & Fdy.
	6	Bag-Exp.	American Car & Fdy.
	5	Postal	American Car & Fdy.
	8	*	American Car & Fdy.
	9	Coach	American Car & Fdy.
	21	Dining	American Car & Fdy.
	10	Coach	American Car & Fdy.
	6	Dining	American Car & Fdy.
	28	Sleeping	Pullman-Standard
	20	Coach Comb.	American Car & Fdy.
	90	Coach	Budd
	4	Coach Comb.	Budd
	2	Bag-Exp.	Budd
	31	Dining	Budd
	153	Coach	Pullman-Standard
	5	Bag-Exp.	American Car & Fdy.
	36	Coach	Pullman-Standard
	10	Coach	Budd
	65	Coach	Company Shops
	5	Bag-Exp.	Company Shops
	5	Club Lounge	Company Shops
	15	Dining	Company Shops
	8	Coach Comb.	Pullman-Standard
	2	Bag-Exp.	Pullman-Standard
	2	Dining	Pullman-Standard
	12	Postal	Pullman-Standard
	3	Coach	Budd
	15	Bag-Exp.	Budd
	8	Dining	Budd
	19	Sleeping	Pullman-Standard
	1	Bag-Exp.	American Car & Fdy.
	1	Postal	American Car & Fdy.
	2	Coach	American Car & Fdy.
	2	Coach Comb.	American Car & Fdy.
	1	Dining	American Car & Fdy.
	4	Coach	Budd
	2	Bag-Exp.	American Car & Fdy.
Total	1155		

* Types Unknown.

LOCOMOTIVES

Susquehanna Effects Complete Dieselization

The New York, Susquehanna & Western has received delivery of the last of a fleet of 16 Diesel-electric locomotives built by the American Locomotive Company and the General Electric Company. These 16 Diesel units replace 32 steam locomotives and effect complete Dieselization of the railroad.

The first Diesels were delivered to the Susquehanna in 1941 after a motive-power survey of its operations by American Locomotive-General Electric representatives reported that the installation of eight 1,000-hp. Diesel-electrics would reduce operating costs approximately \$130,000 a year. In service the locomotives exceeded expectations and in 1944 a second survey was requested. As a result, eight more units were ordered and plans were made to release the balance of the steam locomotive, both passenger and freight. The few steam locomotives now retained will be retired as soon as branch line bridges can be strengthened.

Based on actual costs in 1944, conversion to all Diesel-electric operation is reported to be producing savings at the rate of more than \$400,000 a year. Maintenance and depreciation on 75 coal cars no longer required and maintenance of way and structures expenses, allowing for new Diesel-electric facilities, have been reduced to effect a saving of approximately \$19,000 a year. The operating cost of the new units on passenger runs is reported to be 49 cents per locomotive-mile as compared to \$1 per locomotive-mile for the steam engines. In addition, in 1945 the 16 units will handle an estimated 113,000,000 freight-ton-miles at an operating cost of 60 cents per locomotive-mile against \$1.14 per locomotive-mile for the steam engines. Performing 6,575 hours of yard service annually, the Diesels are reported to be saving more than \$20,000 a year over the operating cost of the steam engines in this service.

FREIGHT CARS

The CANADIAN PACIFIC has ordered 75 air-operated steel two-way side dump cars of 70 tons' capacity from the National Steel Car Company. The cars are needed for track maintenance to help get this part of the railroad's deferred maintenance program in full stride. Delivery of the cars is subject to government priority.

SIGNALING

The CENTRAL OF GEORGIA has placed an order with the Union Switch & Signal Co., covering the signal material for the installation of absolute permissive block signaling between Columbus, Ga., and Americus, 64 miles of single track. The order includes Style H-2 searchlight signals, Style S-21 facing-point spring switch layouts, relays, rectifiers, transformers, housings and switch circuit controllers. The installation work will be carried out by the railway company's forces.

The CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC has placed an order with the Union

Switch & Signal Co., to cover the signal material for controlling the ends of passing sidings at Pickering, Iowa, and Haverhill. The distance between these two sidings is approximately 10 miles and the functions will be C. T. C. remote controlled over the dispatcher's line from Perry, 62 miles west of Haverhill. The material includes a B-30 control machine, and office line coding and storage units to be located at Perry, with field storage units, Style M-22B electric switch machines, relays and rectifiers, to be located at each of the two field locations. The installation work will be handled by the railroad company's forces.

End of C. M. P. Won't Retard Equipment Production

Termination of the War Production Board's Controlled Materials Plan on September 30 should not adversely affect the production of transportation equipment needed in the post-war period, according to the Office of Defense Transportation. H. H. Kelly, director of O. D. T.'s Division of Materials and Equipment, anticipates that the necessary materials will be available, while he points out that the problem of reconversion for manufacturers of transportation equipment is "relatively simple, owing to the similarity of war-time and peace-time production in this field."

Appraising the outlook generally, the O. D. T. statement noted that all W. P. B. preference ratings are now abolished except AAA, MM (military), and CC (for critical civilian projects in which help is proved necessary); these remain in force until further notice. However, emergency ratings on transportation equipment may be obtained from W. P. B. for the purpose of breaking "bottlenecks"—but only for specific items, quantities, producers, and builders. All allotments for transportation equipment, including those recently announced for this year's fourth quarter, have been canceled, except that allotments remain in force until September 30 on passenger-train cars, and replacement rail, track accessories and maintenance and operating supplies.

As Mr. Kelly put it, purchasers and producers of all types of transportation equipment are now, "generally speaking, free to buy and sell in all markets, as before the war and to resume normal trade relationships." He conceded, however, that they may be served from time to time with AAA or CC ratings and that they remain "subject to general inventory restrictions as long as they are in effect."

During the war, O. D. T., as claimant agency for the transportation industry, applied for 19,000,000 short tons of carbon steel, and it was allotted 15,400,000 tons by W. P. B. The O. D. T. allotments during the three and one-half years ended June 30 were used to produce the following equipment: Steam locomotives, 1,082; Diesel-electric locomotives, 1,741; electric locomotives, 38; freight cars, 155,002; troop sleepers, 1,200; troop kitchen cars, 400; trucks and truck tractors, 181,146 (not including 125,294 produced in 1942 prior to conversion to war contracts); integral buses, 19,580; replacement rail, 5,572,392 short tons.

"Production of all these items," the statement continued, "will be carried on under

free market conditions after September 30. Twelve hundred additional troop sleepers and 400 troop kitchen cars are now being built under O. D. T. sponsorship and are scheduled for completion by the end of 1945. Delivery of passenger train cars—production of which was recently authorized after having been stopped since 1942—will begin in the fourth quarter of this year, and will continue at an accelerating rate into 1946 with 750 cars scheduled for production by July 1, 1946."

Financial

BOSTON & MAINE.—*R. F. C. Sale of Bonds.*—The Reconstruction Finance Corporation has sold to Dick & Merle-Smith, New York, \$6,850,000 of its \$28,256,000 holdings of this road's 4 per cent mortgage bonds, series RR. The sale price was 100 and accrued interest.

CHICAGO, ROCK ISLAND & PACIFIC.—*Bond Payment Approved.*—Federal Judge Michael L. Igoe at Chicago has approved a petition of the trustees of the Chicago, Rock Island & Pacific to pay a total of \$34,279,750 to holders of outstanding bond issues. The disbursement will be in accordance with provisions of the Interstate Commerce Commission for reorganization of the Rock Island.

FLORIDA EAST COAST.—*Reorganization Case Reopened.*—The Interstate Commerce Commission has reopened this road's reorganization proceeding in which it approved a modified plan of reorganization early this year, as noted in the *Railway Age* of January 20, page 186. The reopening came after further consideration of various petitions, including that of S. A. Lynch. In approving the modified plan, the commission had denied an earlier Lynch petition, supported by the Atlantic Coast Line, for a reopening to permit consideration of an alternative plan of reorganization which would permit A. C. L. to acquire control of F. E. C. The reopening now ordered is for the purpose of receiving evidence "by any party in interest relating to further modification of the proposed plan heretofore approved by the commission, and for the proposal of other plans." Hearings before Director Sweet of the commission's Bureau of Finance and Examiner Jewell will be held in Washington, D. C., on November 6, and at the Hotel Monterey, West Palm Beach, Fla., on November 13.

GREAT NORTHERN.—*Awards Bonds.*—On August 29 the Great Northern awarded \$75,000,000 of new first mortgage bonds, series N and O, to Halsey, Stuart & Co., and associates, on a basket bid of 98.5679 for a 3½ per cent coupon. The series N bonds, which mature January 1, 1990, were reoffered at 100 and the series O bonds, maturing January 1, 2000, at 99.35. (Previous item in *Railway Age* of August 11, page 271.)

MOORE CENTRAL.—*Acquisition.*—The Moore Central Railroad Company, organized February 14, 1945, has applied to the Interstate Commerce Commission for authority to purchase properties, formerly

operated by the Moore Central Railway Company. The purchase price would be \$4,300, and the properties would be purchased from the trustee who acquired them at the Railway Company's receivership sale.

ILLINOIS CENTRAL.—*New Director.*—Stephen Y. Hord of Chicago, a general partner of Brown Brothers, Harriman & Co., has been elected a director of the Illinois Central to succeed George Adams Ellis of New York, who has resigned.

NEW YORK, NEW HAVEN & HARTFORD.—*Promissory Notes.*—This road has applied to the Interstate Commerce Commission for authority to issue \$1,421,500 in promissory notes in connection with arrangements for financing, under conditional sales agreements, the acquisition of 500 box cars from the Pullman-Standard Car Manufacturing Company at a total cost of \$1,770,965. The notes would be sold on the basis of competitive bids with the interest rate named by the successful bidder.

NORTHERN PACIFIC.—*Bonds.*—This road has applied to the Interstate Commerce Commission for authority to sell \$55,000,000 of Collateral Trust Bonds, dated September 1, 1945, and maturing September 1, 1975, and to issue and pledge as collateral therefor \$82,500,000 of Refunding and Improvement Mortgage Bonds, series E, due July 1, 2047. The proceeds of the \$55,000,000 issue, together with \$36,712,608 from the applicant's treasury, would be used to call for redemption on January 1, 1946, at 110, the entire issue of 6 per cent Improvement Mortgage Bonds, series B, due July 1, 2047, of which \$81,161,600 are now outstanding, including \$1,700,000 held by the Northwestern Improvement Company, subsidiary of the N. P., and \$10,976,000 held alive in applicant's treasury. The collateral trust bonds would be sold on the basis of competitive bids with the interest rate specified by the successful bidder. Their indenture would include sinking-fund provisions, and they would be redeemable at any time on not less than 45 days notice and after July 15, 1946, for sinking fund purposes on like notice. The call price through August 31, 1948, would be the offering price plus 5, and it would thereafter decrease by 10 per cent of the premium for each subsequent three-year period to maturity. The sinking-fund price would be 100 plus % of the optional-redemption premium.

VALLEY & SILETZ.—*Capital Adjustment.*—This road has applied to the Interstate Commerce Commission for authority to bring its corporate structure into line with the development of its amortization plan by decreasing its capital stock from \$1,000,000 to \$640,000, the par value of each of the 10,000 shares outstanding to be reduced from \$100 to \$64.

TEXAS CITY TERMINAL.—*R. F. C. Sale of Bonds.*—The Reconstruction Finance Corporation has sold to Lee Higginson Corporation, New York, \$1,580,000 of this company's first mortgage, 4 per cent bonds, series A. The sale at 102 represents a premium to R. F. C. of \$31,600.

WHEELING & LAKE ERIE.—*Bonds.*—This road has applied to the Interstate Commerce Commission for authority to issue

PEACETIME TRANSPORTATION DEMANDS



Nickel Plate 2-8-4 Built by Lima

..will also be exacting!

"Overnight from factory to market" will be a routine service in the coming years. To meet such schedules, however, freight trains will need to be powered by up-to-date locomotives capable of hauling heavy loads at sustained passenger-train speed.

Railroads, that have been building up fleets of modern Lima-built steam locomotives, will be prepared to handle this peacetime traffic just as efficiently as they have met wartime transportation needs.

LIMA LOCOMOTIVE WORKS



INCORPORATED, LIMA, OHIO

and sell \$6,000,000 of general and refunding mortgage bonds, series A, dated September 1, 1945, and maturing September 1, 1992. The bonds would be sold (at not less than 98 or more than 102) under competitive bidding arrangements with the interest rate named by the successful bidder. The proceeds would be used to redeem refunding mortgage serial bonds, series E and F, outstanding in amounts of \$943,000 and \$5,250,000, respectively. The Es are 2½ per cent bonds maturing at six-months intervals between December 15, 1945, and June 15, 1949, and callable at par and accrued interest; the Fs are 3½ per cent bonds, maturing June 15, 1946, and callable at 103 and accrued interest. The indenture of the refunding issue would include provisions for a sinking fund, and the bonds would be callable at graduated redemption prices to be determined after the public offering price has been fixed.

Average Prices Stocks and Bonds

	Last Aug. 28	week	Last year
Average price of 20 representative railway stocks.	56.68	50.77	41.10
Average price of 20 representative railway bonds.	96.02	95.41	88.77

Dividends Declared

Chesapeake & Ohio.—75¢, quarterly, payable October 1 to holders of record September 7.
 Chicago, South Shore & South Bend.—30¢, quarterly, payable September 15 to holders of record September 1.
 Erie & Pittsburgh.—87½¢, quarterly, payable September 10 to holders of record August 31.
 Reading.—2nd preferred, 50¢, quarterly, payable October 11 to holders of record September 20.
 Union Pacific.—common, \$1.50, quarterly; 4% preferred, \$2.00, semi-annually both payable October 1 to holders of record September 4.

Abandonments

CHICAGO, ATTICA & SOUTHERN.—This road and its proprietor, Dulien Steel Products, Inc., have applied to the Interstate Commerce Commission for authority to abandon its entire line extending from Morocco, Ind., to Veedersburg, 62.1 miles. The application represents a renewed effort to obtain the abandonment authority, a previous application having been denied by the commission.

READING.—This road has applied to the Interstate Commerce Commission for authority to abandon its 3.5-mile line between Lofty Junction, Pa., and McAdoo.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—On petition of several unions, Division 4 of the Interstate Commerce Commission has extended for a further period of 2 years its reservation of jurisdiction for the protection of employees who may be adversely affected by this road's line abandonment authorized in the Finance Docket 14001 proceeding.

READING.—This company and the Mine Hill & Schuylkill Haven, lessor, have been authorized by Division 4 of the Interstate Commerce Commission to abandon operation of, and to abandon, respectively, three segments of branch lines in Pennsylvania totaling 0.77 miles of track.

RED RIVER & GULF.—The Interstate Commerce Commission, Division 4, has authorized this road to abandon a 9-mile line be-

tween Long Leaf Junction, La., and Bliss; and to abandon operation under trackage rights over the Crowell Long Leaf Lumber Company's 39.6-mile line from Bliss to Kurthwood, La.

SOUTHERN.—On petition of the Railway Labor Executives Association, Division 4 of the Interstate Commerce Commission has extended for a further period of 2 years its reservation of jurisdiction for the protection of employees who may be adversely affected by this company's line abandonment authorized in the Finance Docket 14294 proceeding.

NEW SOUTH WALES RAILWAYS.—Right-of-way, bridges, buildings, fences, wharves and other works were maintained "in a safe condition" during the quarter ended March, 1945, a report from the Deputy Commissioner of Railways, now reveals. Man-power shortage still was termed "acute," and there was "consequent deferment of maintenance work, particularly in regard to the renewal of rails and ties." Revenues totaled £7,773,179, a decrease over the quarter ended March 31, 1944, of £699,371. Expenses decreased £679,842, with £6,229,677 being accounted for in the 1945 period.

Railway Officers

Changes on the Reading

The Reading has announced a number of changes in the executive and other departments resulting from several retirements. **Joseph A. Fisher**, general freight traffic manager at Philadelphia, Pa., has been promoted to vice-president in charge of freight traffic succeeding **John W. Hewitt**, who has retired after more than a half century of service. **Harry B. Light**, freight traffic manager at Reading Terminal, Philadelphia, has been named general freight traffic manager there replacing Mr. Fisher, and **J. Warren Lawson**, general coal freight agent at Philadelphia, has been appointed

president. **Joseph H. Smedley**, chief clerk, office of the vice-president, has been appointed assistant to the vice-president, operation and maintenance.

William K. Bean, assistant comptroller since 1926, has been elevated to comptroller replacing **William H. Whitehead**, who has retired, and **Frederick H. Frick** and **Donald B. Stein**, both assistants to comptroller, have been advanced to assistant comptrollers. **Dr. Francis S. Ferris**, chief medical examiner of the Reading's relief association since 1928, has retired, and **Dr. Adolph Neupauer**, superintendent of the association, has been named to replace him, while **James Irvine, Jr.**, assistant chief clerk, becomes superintendent. **Alexander Mueller**, superintendent, time service, has retired.

Mr. Fisher, who was born on April 23, 1895, and received a degree in civil engineering from Lehigh University in 1917, entered railroading with the Reading as a special agent in the freight traffic department on October 1, 1921, and the following year he was named freight traffic representative. He served as chief clerk to the vice-president in charge of freight traffic from



Phillips Studio

Joseph A. Fisher

freight traffic manager succeeding Mr. Light. **Byron C. Cassel**, coal freight agent at Philadelphia, has been advanced to general coal freight agent in Mr. Lawson's stead, and **Roger S. Wayne**, chief clerk to the vice-president, has been appointed coal freight agent succeeding him.

Frederick McQ. Falck, assistant vice-president, personnel, at Philadelphia, has retired, and **Arthur C. Tosh**, general manager, has been named to succeed him. **N. N. Baily**, assistant general manager, also at Philadelphia, has been elevated to general manager replacing Mr. Tosh. **William W. Rhoads** has been appointed to the position of assistant secretary and assistant treasurer, while **Arthur X. Williams**, who has been serving as assistant to the vice-president, has been named to Mr. Rhoads' former post of assistant to the



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John W. Hewitt

January, 1925, to the following December, when he became foreign freight agent in charge of import and export, coastal and intercoastal shipments. In May, 1928, he was appointed assistant general freight

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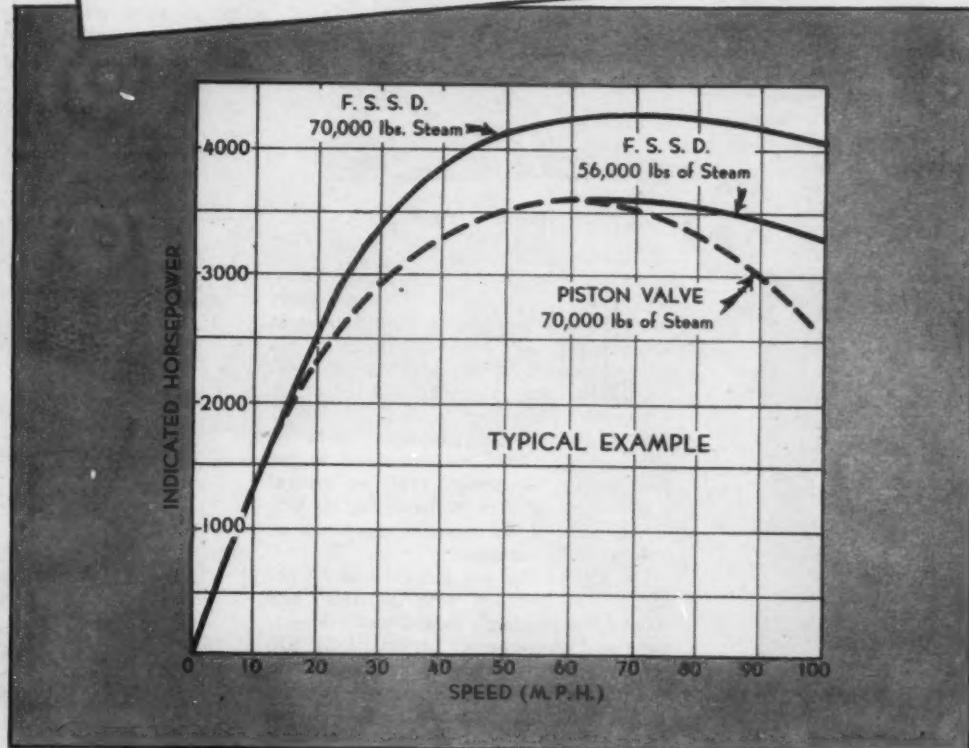
produces over the Conventional
Piston Valve Arrangement

more than

20% Steam Saving — 33% Fuel Saving
at same speeds and horsepower

or

with same steam consumption
up to 35%, or more, increase
in Indicated Horsepower



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agent, and in April, 1935, he was advanced to general freight agent. The following year Mr. Fisher became assistant freight traffic manager, and he was promoted to freight traffic manager at Philadelphia in April, 1939. On November 1, 1944, he was further advanced to general freight traffic manager



Harry B. Light

there, the position he held at the time of his elevation to vice-president in charge of freight traffic.

Mr. Hewitt was born on May 8, 1875, and entered railroading as a clerk at the Reading's Broad Street, Philadelphia, freight station on June 17, 1892. After serving at various points along the line he was appointed chief clerk in the freight traffic department on March 1, 1910, becoming division freight agent just ten years later. In April, 1921, he was named general coal freight agent, and two years later he was advanced to assistant freight traffic manager. He served as freight traffic manager from May 1, 1928, to March 1, 1935, when he was promoted to assistant vice-president, and on April 1, 1939, he was elevated to vice-president, freight traffic, the position from which he has now retired.



J. Warren Lawson

Mr. Light, who was born at Lebanon, Pa., on August 22, 1893, and attended Drexel Institute, began his railroad career as a clerk of the Philadelphia & Reading (now the Reading) in 1911, and after serving subsequently with the New York, New Haven & Hartford and engaging in indus-

trial traffic work, he returned to the Reading as a rate clerk in the freight traffic department at New York on August 14, 1922. The following September he became chief clerk there, and in April of the next year he was appointed freight traffic representative with the same headquarters. On January 1, 1926, he was named assistant general agent at New York, being promoted to general agent on May 16, 1927. One year later he transferred to Philadelphia as coal freight agent, and he has maintained his headquarters there ever since. He served as assistant general freight agent from April 1, 1935, to July 15, 1936, when he was advanced to general freight agent, and two years later he became general coal freight agent. On November 1, 1944, he became freight traffic manager, the post he held at the time of his recent promotion to general freight traffic manager.

Mr. Lawson was born on February 13, 1900, and entered railroading in June, 1917, as assistant agent at Corson, Pa. He was furloughed for military service in April, 1918, and returned to Corson in August, 1919. In August, 1923, he became freight

visor. He transferred to the New York division at Philadelphia in December, 1901, and to Trenton Junction, N. J., the following May. One year later he was appointed division engineer of the Shamokin division at Tamaqua, Pa., transferring to the Reading division at Reading in June, 1905. He



**Blank & Stoller
Frederick McQ. Falck**

was advanced to assistant superintendent at Reading in March, 1910, becoming superintendent the following October. Except for a two-month period at the end of 1916, when he was acting superintendent of the Reading division, Mr. Falck served as superintendent of the Atlantic City Railroad from January, 1913, to April, 1917, when he was named assistant general manager of the Reading. He was promoted to general manager in December, 1917, and the following July was put in charge of the several branch lines, returning as general manager of the Reading in March, 1920. On December 1, 1936, he was elevated to assistant vice-president, personnel, the post from which he has now retired.

Mr. Tosh, who was born on July 10, 1891, at Oneida, Pa., entered railroad service on September 27, 1909, as a night clerk



Byron C. Cassel

traffic representative, and in March, 1925, he was named traveling freight agent, transferring to Rochester, N. Y., three years later. He was named city freight agent at Reading, Pa., on November 1, 1933, becoming industrial agent at Philadelphia in July, 1936. Mr. Lawson transferred to the Pennsylvania-Reading Seashore Lines as general freight and passenger agent on February 15, 1939, and returned to the Reading in November, 1944, as general coal freight agent at Philadelphia, his title at the time of his recent appointment as freight traffic manager.

Mr. Cassel, the new general coal freight agent, was born on June 28, 1906, and entered the Reading's freight traffic department as a stenographer in June, 1924. On March 1, 1930, he was appointed tariff clerk, office of the general coal freight agent, and in July, 1938, was promoted to coal freight agent, the position he held at the time of his recent promotion.

Mr. Falck, who is retiring after more than 47 years' service, was born on July 5, 1874, and joined the Reading as a work train laborer on the Shamokin division on January 1, 1898. The following August he was named assistant supervisor of the division, and on May 1, 1900, he became super-



Arthur C. Tosh

and operator for the Reading at Catasauqua, Pa., becoming day operator there the following June. On September 27, 1911, he became telegraph operator at Reading and a year later he was appointed extra agent at East Penn Junction, Pa. From November, 1912, to March, 1916, he was agent pro

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SECURITY CIRCULATOR DIVISION

tem at Catasauqua, and from March to June, 1916, he was agent and dispatcher there. He then served as inspector in the office of the general manager, and on November 9, 1918, he was appointed inspector of transportation. On July 20, 1926, he became superintendent of highway transporta-



N. N. Baily

tion, and in April, 1928, he was appointed superintendent of the Reading Transportation Company, becoming also superintendent of passenger transportation of the Reading in March, 1930. On March 16, 1934, he was named superintendent of the Shamokin division, and three years later he was advanced to superintendent of transportation of the Reading and the Central of New Jersey at Philadelphia. Mr. Tosh served as general superintendent of the Reading from July, 1941, to July, 1943, when he was named general manager, the position he held at the time of his recent promotion to assistant vice-president, personnel.

Mr. Baily was born on August 8, 1903, and after graduation from the University of Pennsylvania he joined the Reading as leadman in the engineering department on October 1, 1925. One month later he became assistant supervisor of the Harrisburg divi-

Reading division, and on July 1, 1933, he was named assistant superintendent of the Philadelphia division, transferring to the Reading division in September, 1936. He was promoted to superintendent of the Reading division on December 1, 1939, and on November 16, 1944, he was appointed assistant general manager, the position he held at the time of his elevation to general manager.

Mr. Rhoads, the new assistant secretary and assistant treasurer, was born on November 15, 1889, and joined the Reading as a messenger on September 26, 1906. After serving as clerk to the superintendent of transportation, clerk to the general manager, and clerk to the vice-president, successively, he became secretary to the federal manager in June, 1918, and on March 1, 1920, he became secretary to the vice-president. Four years later he was named assistant chief clerk to the vice-president, being promoted to chief clerk on May 1, 1929. On July 1, 1933, he was named assistant to the vice-president and in May, 1936, he became assistant to the president, the position he held at the time of his recent appointment.

Mr. Williams, who was born on Febru-



Arthur X. Williams

ary 12, 1887, entered railroad service as a clerk in the Ashley, Pa., shop office of the Central of New Jersey on August 1, 1906. He became timekeeper in December, 1908, and was advanced to chief clerk in August, 1919. He was appointed equipment assistant in the research bureau at Philadelphia in September, 1925, becoming assistant chief clerk, office of the assistant senior vice-president and president the following February. He was named statistician, office of the vice-president and general manager, in December, 1930. On February 1, 1936, he was assigned to the office of the vice-president, Reading-Central of New Jersey, as clerk, advancing to chief clerk the following month. Mr. Williams remained in that post until he joined the Lehigh Valley in February, 1942, returning to the Reading in November, 1944, as assistant to the vice-president, the post he held at the time of his advancement to assistant to the president.

Mr. Smedley was born on November 16, 1908, and joined the Reading in July, 1927, as clerk in the general claims department. He transferred to the vice-president's office the following year, and on November 16, 1937, he was named secretary to the vice-

president. In March, 1942, he was named supervisory clerk, and the following September he became assistant office manager in the vice-president's office. On November 16, 1944, he was named chief clerk, the post he held at the time of his recent promotion to assistant to vice-president, operations.



Joseph H. Smedley

Mr. Whitehead, the retired comptroller, was born on June 18, 1874, and entered railroading as an office boy in the motive power department of the Lehigh Valley in 1891. He served subsequently as auditor general of the Lehigh & New England prior to joining the Reading on September 20, 1926, as comptroller at Philadelphia.

The new comptroller, Mr. Bean, was born on March 16, 1888, and joined the Reading in May, 1905, as typist in the office of the auditor of disbursements. He became clerk in July, 1906, and in December, 1911, he joined the Lehigh Valley. One year later he turned to the Reading as clerk in the comptroller's office, and in January, 1915, he was appointed statistician. He was named assistant to the comptroller on April 1, 1920, and in August, 1921, he became assistant auditor of disbursements. He served as tax accountant from April, 1923,



Phillips Studio

William W. Rhoads

sion, transferring to the Reading division the following March. In July, 1926 he became yardmaster of the Shamokin division at Catawissa, Pa., and on March 1, 1928, he was named assistant to trainmaster of the Harrisburg division. One year later he was advanced to assistant trainmaster of the



Phillips Studio

William K. Bean

to February, 1926, when he became assistant to comptroller, and the following September he was advanced to assistant comptroller, the post he held at the time of his promotion to comptroller.

Mr. Frick was born on January 16, 1892,

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It provides the most efficient
balance between evaporation,
superheating surface, free steam
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and joined the Reading in July, 1909, as a clerk at Newberry Junction, Pa. He transferred to the office of the auditor of freight traffic in October, 1915, and was appointed coal statistician in May, 1919. After serving subsequently as assistant head clerk, accountant, special accountant, real estate



Frederick H. Frick

bookkeeper, assistant general bookkeeper, voucher clerk, and assistant statistician, successively, he was named statistician in July, 1926, and on January 1, 1929, he was promoted to chief statistician. He was named assistant to the comptroller in March, 1934, and remained in that post until his recent promotion to assistant comptroller.

Mr. Stein, who was born on August 6, 1893, joined the Reading as clerk to the comptroller in September, 1919, and was appointed tax accountant on June 1, 1923.



Donald B. Stein

He became assistant to comptroller on November 1, 1941, holding that position until his recent advancement to assistant comptroller.

EXECUTIVE

F. Witcher McCullough, assistant to the vice-president of the Chesapeake & Ohio at Huntington, W. Va., has been promoted to assistant to the president, and **Ira F. Davis**, engineer of coal properties, has been named assistant vice-president. Mr. McCullough was born at Huntington on May 3, 1889, and after graduation from

West Virginia University Law School he started the practice of law at Huntington. From 1913 to 1921 he served as first assistant U. S. attorney, Southern district, W. Va., returning to private practice in the latter year. In 1926 he was appointed treasurer of the West Virginia Board of Control, relinquishing that post in 1931. In 1933 he joined the legal staff of the Public Works Administration at Washington, D. C., and in 1934 he was appointed director of the N. R. A. for West Virginia. In that same year he became director of the National Emergency Council in West Virginia, serv-



Harris & Ewing
F. Witcher McCullough

ing until 1937. He served also as director of the West Virginia Works Progress Administration from 1935 to 1937, when he became secretary of the National Bituminous Coal Commission at Washington, D. C. On July 22, 1939, he was appointed assistant to the vice-president of the Chesapeake & Ohio, the position he held at the time of his recent promotion to assistant to the president.

Harry C. Murphy, whose promotion to vice-president, operations, of the Chicago, Burlington & Quincy, with headquarters at Chicago, was reported in the *Railway Age* of August 25, was born at Canton, Ill., on



Harry C. Murphy

August 27, 1892, and received his higher education at Iowa State College, Ames, Iowa, and at the Armour Institute of Technology, Chicago. His first railway service during the early years of his career was with the Minneapolis & St. Louis, and he

also engaged in municipal and highway engineering work in Iowa. He entered the service of the Burlington on July 13, 1914, as a clerk in the auditor's office at Chicago, later entering the engineering department as a rod man at La Crosse, Wis. During the winter of 1915-16, he continued his studies at Ames, then returning to the Burlington as an instrumentman at Chicago. During the war he served as a pilot in the United States Army Air Service, returning to the Burlington in 1919 as an assistant engineer at Centralia, Ill., later holding the positions of acting division engineer at Centralia, division engineer at Kansas City, Mo., and division engineer and roadmaster at the latter point. In August, 1923, Mr. Murphy was appointed assistant engineer maintenance of way at Alliance, Neb., and in April of the following year he was appointed district engineer maintenance of way at Galesburg, Ill. In February, 1925, he was sent to Lincoln, Neb., as engineer maintenance of way and after two years in this position he was appointed transportation assistant to the general manager, Lines West, at Omaha, Neb., being transferred to Chicago in October, 1928. In April, 1929, Mr. Murphy was appointed superintendent and served in this capacity and as assistant superintendent at various points until August, 1933, when he was appointed superintendent of safety, with headquarters at Chicago. On May 1, 1936, he was promoted to assistant to the executive vice-president and a few months later he was elected also president of the Burlington Transportation Company, a bus subsidiary. In July, 1939, Mr. Murphy was promoted to assistant vice-president, the position he held at the time of his new appointment.

Bernard E. Young, executive assistant of the Southern, has been named assistant to president, with headquarters as heretofore at Washington, D. C., succeeding **Holcombe Parkes**, whose resignation to become vice-president in charge of public relations of the National Association of Manufacturers is reported in the "General News" columns in this issue.

FINANCIAL, LEGAL AND ACCOUNTING

J. E. Pearce, assistant secretary and assistant treasurer of the Virginian at Norfolk, Va., has been promoted to secretary and assistant treasurer at New York where he succeeds Curtis W. Brown, whose death on August 6 was reported in the *Railway Age* of August 11. **E. E. McConnehey**, chief clerk to the president, has been appointed assistant secretary and assistant treasurer replacing Mr. Pearce.

Robert Mitten, whose promotion to assistant to the vice-president and general counsel of the Illinois Central, with headquarters at Chicago, was reported in the *Railway Age* of August 25, was born at Chicago on February 13, 1910, and is a graduate of DePaul University. He entered railway service on April 15, 1933, as a law clerk of the I. C., subsequently serving as junior attorney, attorney and commerce attorney, with headquarters at Chicago. On May 1, 1942, Mr. Mitten was promoted to assistant general attorney, with

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"AB" BRAKE
Contributes to
**FREIGHT
PROGRESS**

Incredible is the word most often used in describing the wartime accomplishments of the railroads. Handicaps in man-power and equipment shortages have been surmounted by *enhanced efficiency*—intensive utilization of men and equipment.

A solid base for greater equipment utilization was laid down a decade ago with the advent of the "AB" Brake. And upon this base, the railroads have admirably built an almost unbelievable traffic record for fast and efficient train handling.

The "AB" Valve as applied to regularly assigned freight cars, and the AB-1-B Valve for freight cars occasionally assigned to passenger train service, constitute a major contribution to freight progress.



**Westinghouse Air
Brake Company**
Wilmerding, Pa.



AB Valve



AB-1-B Valve

the same headquarters, the position he held at the time of his new appointment.

Charles T. Leight, general auditor of the Western Maryland at Baltimore, Md., has retired after 46 years' service, and **E. T. Steffy**, assistant to the general auditor there, has been named to succeed him. Mr. Leight was born at Baltimore on August 15, 1880, and entered railroad service on July 3, 1899, as a stenographer in the office of the Western Maryland's general auditor. On March 14, 1901, he became a clerk, and in February, 1903, he was promoted to chief clerk. He served as assistant to the general auditor from March 1, 1920, to February 1, 1931, when he was named general auditor, the position from which he has now retired.

OPERATING

Owen W. Campbell, whose promotion to assistant general manager of the Missouri-Kansas-Texas, with headquarters at Dallas, Tex., was reported in the *Railway*



O. W. Campbell

Age of August 18, was born at De Soto, Mo., on April 5, 1887. He entered railroad service with the St. Louis, Iron Mountain & Southern (now part of the Missouri Pacific) in June, 1906, later going with the M. P., in various capacities at De Soto, Atchison, Kan., Kansas City, Mo., and Falls City, Neb. In December, 1912, he went with the Katy as a clerk at Parsons, Kan., and one year later he was advanced to chief clerk to the division superintendent, with headquarters at Muskogee, Okla. In 1914 Mr. Campbell was transferred to the office of the general manager at Dallas, and in 1915 he was promoted to assistant to the general manager, with the same headquarters. During federal control of the railroads he served as chief clerk to the federal manager at St. Louis, Mo., and in 1920 he was advanced to division superintendent at Smithville, Tex. In 1923 he was promoted to superintendent of transportation, with headquarters at Denison, Tex., and in 1937 he became supervisor of wage agreements at Dallas. In March, 1945, Mr. Campbell was advanced to director of personnel, the position he held at the time of his new appointment.

M. L. Smith, trainmaster of the Missouri Pacific at Little Rock, Ark., has been

promoted to assistant superintendent of the Little Rock terminals, with the same headquarters, succeeding **R. D. Day**, who has been assigned to other duties. **Howard Jones** has been appointed trainmaster at Little Rock, replacing Mr. Smith.

S. E. Jones has been appointed general manager of the Rockingham and the East Carolina with headquarters at Rockingham, N. C., and Farmville.

TRAFFIC

John F. Turrentine, traveling freight agent on the Nebraska division of the Union Pacific, has been promoted to general agent, freight department, with headquarters at Sioux City, Iowa, succeeding **M. B. Moore**, who has retired.

T. A. McDonough, general agent of the St. Louis Southwestern at Pittsburgh, Pa., has been named executive general agent at Washington, D. C., succeeding **Frank Pattie**, resigned to engage in other business. **W. C. Huxhold**, general agent at Cleveland, Ohio, has transferred to Pittsburgh, replacing Mr. McDonough.

ENGINEERING & SIGNALING

Dr. Charles Elmer Lawall, president of West Virginia University, has been appointed engineer of coal properties of the Chesapeake & Ohio, succeeding **Ira F. Davis**, whose appointment as assistant vice-president is announced elsewhere in these columns.

E. Carl Shreve, whose appointment as chief engineer of the Western Maryland in charge of construction and maintenance of way was announced in the *Railway Age* of August 25, was born on December 7, 1903, at Branch, W. Va. Mr. Shreve was graduated in civil engineering from Ohio State University in 1928, receiving an M. S. degree in 1929 and a C. E. degree in 1935. He entered railroad service on June 10, 1940, as assistant engineer of the West-



E. Carl Shreve

ern Maryland at Baltimore, becoming assistant division engineer at Hagerstown, Md., in August of that year. He was promoted to division engineer, with headquarters at Cumberland, Md., on September 15, 1942, and in June, 1944, he was appointed engineer, maintenance of way, the position he maintained at the time of his recent

promotion to chief engineer. Prior to entering railroad service Mr. Shreve had been employed in connection with the U. S. Geological Survey, and the West Virginia State Road Commission. He also served for a time as head of the engineering department, Potomac State School of West Virginia University.

SPECIAL

James B. Shores, whose promotion to director of public relations of the Texas & Pacific, with headquarters at Dallas, Tex., was reported in the *Railway Age* of August 11, was born at Spartanburg, S. C., on December 19, 1892. He entered railway service on August 10, 1910, as a telegrapher of the Southern, later serving as a clerk-stenographer until November, 1920, when he went with the Texas & Pacific as chief clerk to the general agent at Atlanta, Ga. In June, 1923, Mr. Shores was promoted to traveling freight agent, with the same headquarters, and in April, 1924, he was ad-



James B. Shores

vanced to general agent at Atlanta. In January, 1934, he was transferred to Shreveport, La., remaining in that location until his new appointment, effective August 1.

OBITUARY

Charles L. Bateman, general freight agent of the Southern at Atlanta, Ga., whose death on July 17 was reported in the *Railway Age* of July 28, was born at Augusta, Ga., on February 28, 1892, and entered railway service with the Southern on January 1, 1910, as a stenographer-clerk at Augusta. After subsequent promotions to rate clerk and chief clerk there, he became executive rate clerk in the office of the general freight agent at Atlanta in October, 1918. He was named chief clerk to the assistant freight traffic manager and division freight agent at Birmingham, Ala., in June, 1920, and assistant chief clerk to the freight traffic manager at Washington, D. C., on November 1, 1922. He served as chief clerk to the vice-president, traffic, at Washington from August, 1925, to October, 1926, when he became assistant general freight agent at Atlanta, and he remained in that post until March, 1938, when he was advanced to general freight agent, the position he held at the time of his death.

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AVAILABILITY

counts most in motive power; locomotives on the line, ready to deliver the super performance which today's schedules demand. Service records show that locomotives equipped with HUNT-SPILLER GUN IRON do serve with less time out for repairs and renewals.



Cylinder and valve bushings, pistons, packing rings, and other vital locomotive components all deliver extra service when made of HUNT-SPILLER GUN IRON. Specify all of the parts listed below for best performance.



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for Diesel Service

Dunbar Sectional Type Packing
Duplex Sectional Type Packing
for Cylinders and Valves
(Duplex Springs for Above
Sectional Packing)
Cylinder Snap Rings
Valve Rings, All Shapes

Operating Revenues and Operating Expenses of Class I Steam Railways

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF JUNE 1945 AND 1944

Item	United States		Eastern District		Southern District		Western District	
	1945	1944	1945	1944	1945	1944	1945	1944
Miles of road operated at close of month	228,509	228,667	56,005	56,073	43,331	43,383	129,173	129,211
Revenues:								
Freight	\$611,109,728	\$585,098,306	\$221,256,512	\$227,712,347	\$109,106,389	\$109,720,381	\$280,746,827	\$247,665,578
Passenger	152,185,078	159,584,195	63,350,261	64,745,301	26,525,956	30,508,148	62,308,861	64,330,746
Mail	10,211,124	9,793,831	3,549,799	3,364,114	1,789,253	1,742,323	4,872,072	4,687,394
Express	12,931,571	11,810,992	3,631,117	4,069,442	1,642,040	1,638,648	7,658,414	6,102,902
All other operating revenues	33,952,255	33,188,118	15,080,732	14,492,296	4,527,771	4,328,619	14,343,752	14,367,203
Railway operating revenues ^a	820,389,756	799,475,442	306,988,421	314,383,500	143,591,409	147,938,119	369,929,926	337,153,823
Expenses:								
Maintenance of way and structures	115,069,755	110,206,140	41,006,121	41,284,589	19,691,013	18,215,566	54,372,621	50,705,985
Depreciation	9,856,389	8,849,502	4,292,114	3,823,994	1,553,626	1,465,669	4,010,649	3,559,839
Retirements	1,302,605	937,551	176,760	320,558	79,515	122,309	1,046,330	494,684
Deferred maintenance	*448,374	*779,263	*237,614	*149,264			*210,760	*629,999
Amortization of defense projects	2,211,551	1,540,724	655,304	512,021	387,876	285,510	1,168,371	743,193
Equalization	*139,008	*2,258,676	*825,108	*1,707,063	513,910	72,516	172,190	*624,129
All other	102,286,592	101,916,302	36,944,665	38,484,343	17,156,086	16,269,562	48,185,841	47,162,397
Maintenance of equipment	137,579,621	131,776,257	56,134,890	55,618,977	26,550,394	24,755,624	54,894,337	51,401,656
Depreciation	17,984,087	18,004,416	7,583,906	7,528,509	3,598,490	3,604,324	6,801,691	6,871,583
Retirements	*19,885		*717		*9,031			*10,137
Deferred maintenance and major repairs	*177,873	*169,494	*612	*1,735			*177,261	*167,759
Amortization of defense projects	17,982,628	13,696,193	6,091,010	4,889,508	4,370,945	3,541,639	7,520,673	5,566,046
Equalization	*47,536	*259,097	5,718	18,567	*55,071	*241,504	1,817	*36,160
All other	101,858,200	100,504,239	42,455,585	43,485,128	18,645,061	17,851,165	40,757,554	39,167,946
Traffic	11,844,379	11,300,412	4,287,976	4,067,985	2,215,486	2,038,990	5,340,917	5,193,437
Transportation—Rail line	250,236,934	238,336,523	108,209,557	105,208,603	41,863,072	40,587,429	100,164,305	92,540,491
Transportation—Water line	84	2,670					84	2,670
Miscellaneous operation	9,917,800	10,019,602	3,599,068	3,560,318	1,525,626	1,613,535	4,793,106	4,845,749
General	17,058,834	16,824,926	6,918,262	6,661,736	3,319,787	3,273,029	6,820,785	6,890,161
Railway operating expenses	541,707,407	518,466,530	220,155,874	216,402,208	95,165,378	90,484,173	226,386,155	211,580,149
Net revenue from railway operation	278,682,349	281,008,912	86,712,547	97,981,292	48,426,031	57,453,946	143,543,771	125,573,674
Railway tax accruals	165,582,446	165,322,737	45,911,405	50,083,149	30,595,421	37,095,959	89,075,620	78,143,629
Pay-roll taxes	19,622,743	19,299,709	8,063,011	8,107,031	3,362,505	3,303,967	8,197,227	7,888,711
Federal income taxes ^b	114,058,125	121,271,818	20,964,661	31,908,174	22,456,818	28,728,186	70,636,646	60,635,458
All other taxes	31,901,578	24,751,210	16,883,733	10,067,944	4,776,098	5,063,806	10,241,747	9,619,460
Railway operating income	113,099,903	115,686,175	40,801,142	47,898,143	17,830,610	20,357,987	54,468,151	47,430,045
Equipment rents—Dr. balance	13,302,670	12,901,444	5,073,715	5,955,178	*317,946	406,539	8,546,901	6,539,727
Joint facility rent—Dr. balance	3,682,331	3,267,561	1,716,945	1,597,254	421,087	396,151	1,494,299	1,274,156
Net railway operating income	96,114,902	99,517,170	34,010,482	40,345,711	17,677,469	19,506,297	44,426,951	39,616,162
Ratio of expenses to revenues (per cent)	66.0	64.9	71.7	68.8	66.3	61.2	61.2	62.8

FOR SIX MONTHS ENDED WITH JUNE, 1945 AND 1944

Item	228,532	228,777	56,007	56,107	43,331	43,385	129,194	129,285
Miles of road operated at close of month	228,532	228,777	56,007	56,107	43,331	43,385	129,194	129,285
Revenues:								
Freight	\$3,550,728,334	\$3,443,073,607	\$1,319,808,204	\$1,345,763,853	\$683,888,698	\$669,161,849	\$1,547,031,432	\$1,428,147,905
Passenger	819,051,997	879,997,821	336,334,393	348,456,615	158,549,678	176,565,667	324,167,926	354,975,539
Mail	63,134,005	61,405,171	21,241,621	20,570,295	11,166,310	11,523,953	30,726,074	29,310,923
Express	82,214,633	72,425,795	24,251,673	24,567,326	12,303,285	11,654,221	45,659,675	36,204,248
All other operating revenues	184,741,539	179,169,226	81,387,115	77,079,947	25,820,903	25,056,118	77,533,521	77,033,161
Railway operating revenues ^a	4,699,870,508	4,636,071,620	1,783,023,006	1,816,438,036	891,728,874	893,961,808	2,025,118,628	1,925,671,776
Expenses:								
Maintenance of way and structures	626,670,760	604,310,272	227,363,083	228,560,434	112,403,825	104,874,772	286,903,852	270,875,066
Depreciation	58,361,270	52,935,837	25,533,921	22,861,727	9,344,879	8,749,803	23,482,470	21,324,307
Retirements	4,015,361	6,568,407	797,511	2,309,923	663,572	602,878	2,554,278	3,655,606
Deferred maintenance	*2,567,228	*3,456,890	*781,515	*615,780			*1,785,713	*2,841,110
Amortization of defense projects	12,904,949	8,792,287	3,876,673	2,890,976	2,200,554	1,573,563	6,827,722	4,327,748
Equalization	16,056,937	12,144,978	7,407,498	5,242,714	4,829,917	2,574,522	3,819,522	4,327,742
All other	537,899,471	527,325,653	190,528,995	195,870,874	95,364,903	91,374,006	252,005,573	240,080,773
Maintenance of equipment	822,826,452	785,274,969	335,292,579	330,449,567	157,515,002	146,662,899	330,018,871	308,162,503
Depreciation	107,399,482	106,506,038	45,287,788	44,944,175	21,501,534	21,364,809	40,610,160	40,197,054
Retirements	*95,232	2,328	*16,436	2,328	*48,552		*30,244	
Deferred maintenance and major repairs	*906,194	*835,926	*10,711	12,204			*895,483	*848,130
Amortization of defense projects	104,815,625	80,212,369	34,973,784	26,548,520	25,419,547	20,860,954	44,422,294	32,802,895
Equalization	606,551	171,817	*14,785	85,331	475,227	*3,946	146,109	90,432
All other	611,006,220	599,218,343	255,072,939	258,857,009	110,167,246	104,441,082	245,766,035	235,920,252
Traffic	70,802,455	66,252,995	25,310,048	23,964,839	13,364,582	11,920,852	32,127,825	36,367,304
Transportation—Rail line	1,514,318,622	1,463,262,440	675,044,644	655,669,767	256,927,203	248,055,671	582,346,775	559,537,002
Transportation—Water line	1,209	4,671					1,209	4,671
Miscellaneous operation	57,963,940	58,924,946	21,280,838	20,787,664	9,086,700	9,814,956	27,596,402	28,322,326
General	103,162,463	99,747,555	41,487,884	40,093,098	19,898,053	19,118,845	41,776,526	40,535,612
Railway operating expenses	3,195,745,901	3,077,777,848	1,325,779,076	1,299,525,369	569,195,365	540,447,995	1,300,771,460	1,237,804,484
Net revenue from railway operation	1,504,124,667	1,558,293,772	457,243,930	516,912,667	322,533,509	353,513,813	724,347,188	687,867,292
Railway tax accruals	875,634,002	908,973,391	223,555,651	268,859,238	204,450,382	222,821,096	447,627,969	417,257,057
Pay-roll taxes	115,938,553	114,723,963	48,489,229	48,384,550	20,110,343	20,094,175	47,338,981	46,245,238
Federal income taxes ^b	602,626,611	643,896,749	104,951,365	157,856,979	153,953,754	171,882,400	343,741,492	314,157,370
All other taxes	157,068,838	150,316,679	70,135,057	62,617,709	30,386,285	30,844,521	56,547,496	56,854,449
Railway operating income	628,490,605	649,356,381	233,688,279	248,053,429	118,083,127	130,692,717	276,719,199	270,610,235
Equipment rents—Dr. balance	72,051,625	76,299,622	36,185,283	35,529,040	813,965	4,897,884	35,052,377	35,872,698
Joint facility rent—Dr. balance	20,652,165	20,631,500	10,202,273	9,981,967	2,311,910	2,335,140	8,137,982	8,314,393
Net railway operating income	535,786,815	552,425,259	187,300,723	202,542,422	114,957,252	123,459,693	233,528,840	226,423,144
Ratio of expenses to revenues (per cent)	68.0	66.4	74.4	71.8	63.8	60.5	64.2	64.3

* Decrease, deficit, or other reverse items.

^b Includes income tax, surtax, and excess-profits tax.

† Railway operating revenues are after deduction of \$20,621,226 for the six months ended with June 1945 and \$23,680,820 for the six months ended with June 1944 to create a reserve for land grant deductions in dispute.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

All
S
Philadelphia

September

944
29,211
665,578
830,746
687,394
102,902
367,203
151,823

703,985
559,839
494,684
629,999
743,193
624,129
162,397
401,656
1871,583

167,759
.566,046
*36,160
.167,946
.193,437
.540,491
2,670
.845,749
890,161
.580,149
1,573,674
.143,629
888,711
635,458
619,460
.430,045
5,539,727
1,274,156
9,616,162

62.8

129,285
8,147,905
4,975,539
9,310,923
6,204,248
7,033,161
5,671,776

10,875,066
21,324,307
3,653,606
2,841,110
4,327,748
4,327,742
10,080,773
88,162,503
40,197,054

*848,130
32,802,895
90,432
35,920,252
30,367,304
59,537,002
4,671
28,322,326
40,5,5,612
37,004,484
887,847,292

117,287,057
46,245,238
314,187,370
56,884,449
270,610,235
35,072,698
8,314,392
226,433,144

64.3

ended with

per 1, 1945



A gunner on a battleship . . .

A passenger on coach steps . . .

A worker in a factory . . .

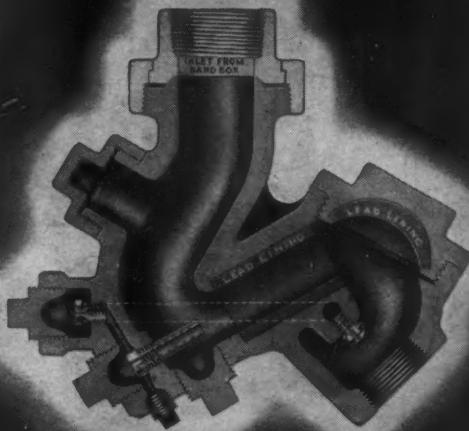
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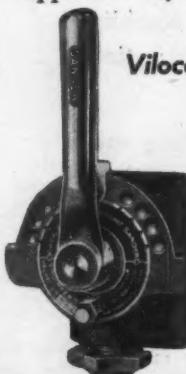


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FL-317-A

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Positive, efficient operation of locomotive sanders is more important than ever before with today's increased traffic and tonnage. The Viloco Type FL-317-A Sander Trap can be depended upon to respond at the first movement of the operating valve handle under all weather conditions. It has renewable lead lining—an exclusive Viloco feature—moisture tight caps and readily accessible sander nozzles. The Type FL-317-A trap is reversible and can be applied to any type of sand box.



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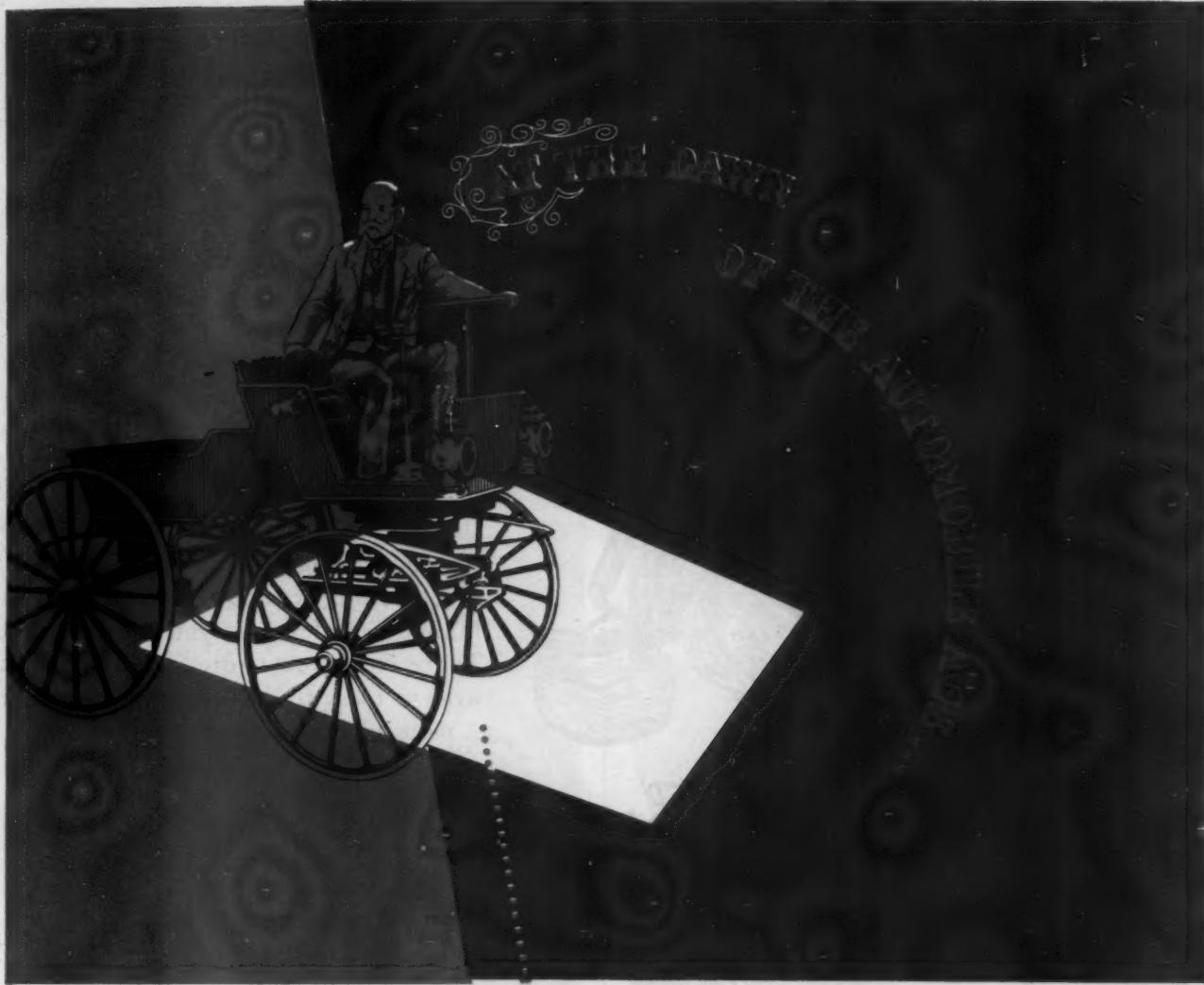
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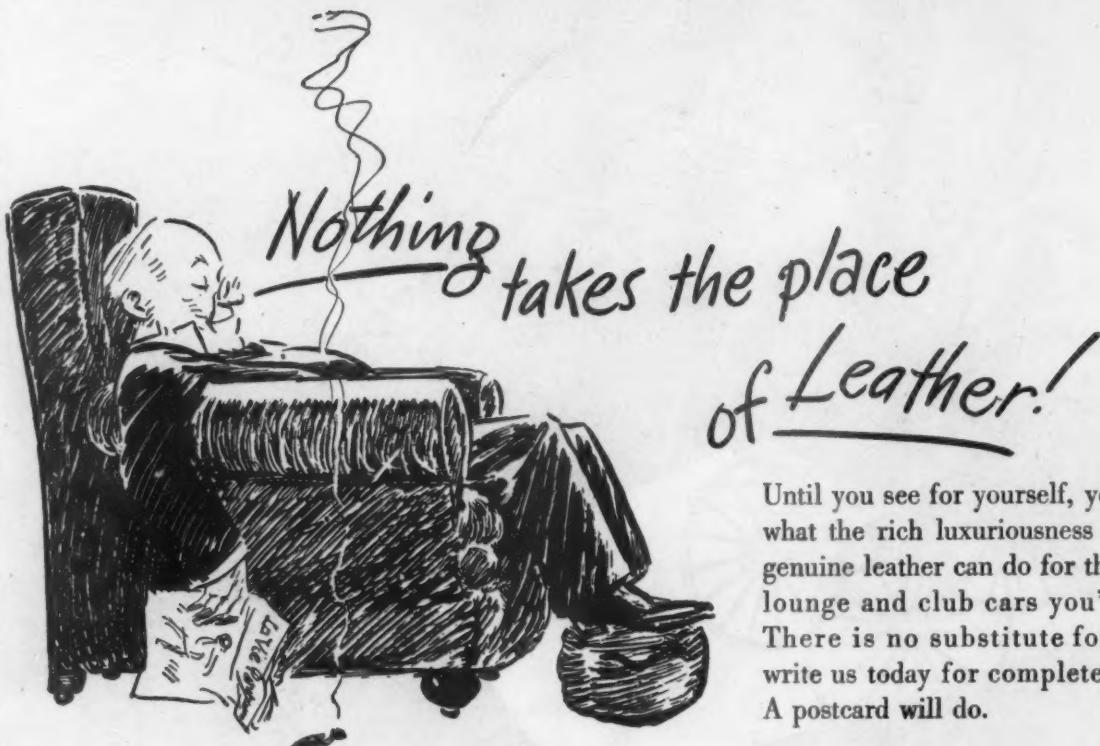
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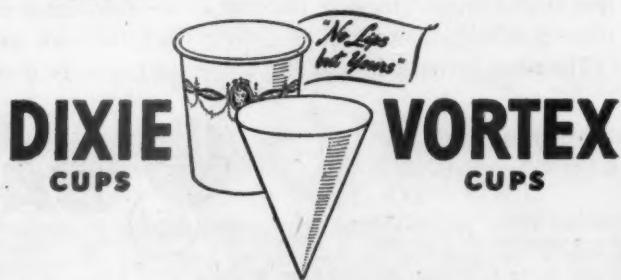
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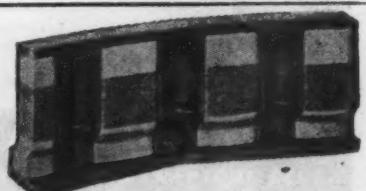
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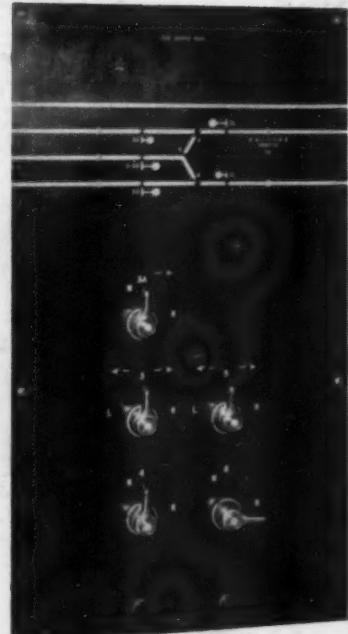


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